

**Planning Statement**  
**Aylesbury Estate FDS C**

**Section 73 Application**

March 2022



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## 1.0 Introduction

### Purpose of Statement

- 1.1 This Planning Statement has been prepared by hgh Consulting and submitted on behalf of Notting Hill Genesis ('NHG' or 'the Applicant') to the London Borough of Southwark ('LBS' or 'the Council') in support of a S.73 planning application to vary Condition 2 and 43 of the extant S.73 consent (ref: 17/AP/3885) for the First Development Site ('FDS') of the Aylesbury Estate Regeneration granted on the 14<sup>th</sup> of February 2019. The application site location (outlined in red) is shown in Figure 1 below.

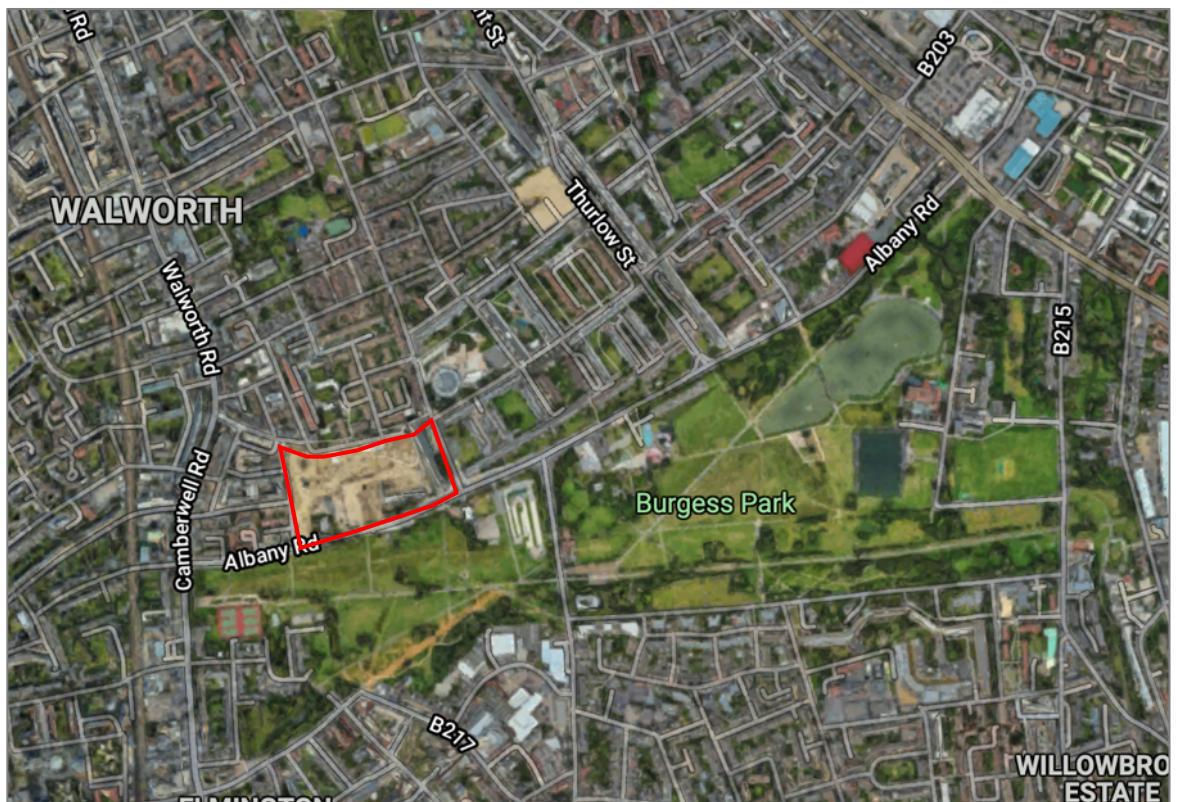


Figure 1: Aerial Photograph showing the location of the FDS

- 1.2 The planning application is for the following development:

*"Variation to Condition 2 (Approved Plans) and Condition 43 (Quantum of Development) of planning permission 17/AP/3885. Minor amendments include the provision of additional units, provision of non-residential floorspace, revisions to tenure and unit mix, alterations to height and massing, internal reconfigurations, elevational alterations and material changes, revisions to landscaping, amenity, play space, car parking, and cycle storage.*

*Planning permission 17/AP/3885 is for: "Minor material amendments to planning permission 14/AP/3843 for Demolition of existing buildings and redevelopment to provide a mixed-use development comprising a number of buildings of a variety of heights, providing residential dwellings (Class C3); flexible community use, early years facility (Class D1) or gym (Class D2); public and private open space; formation of new*

*accesses and alterations to existing accesses; energy centre; gas pressure reduction station; associated car and cycle parking and associated works. The proposed amendments include: Provision of additional units (including townhouses in place of the Gas Pressure Reduction Station); Revisions to unit and tenure mix; Internal reconfiguration and elevational alterations; Minor alterations to landscape layouts, amenity space and roof space".*

- 1.3 The application is made under S.73 of the provision of the Town and Country Planning Act 1990 (England and Wales) and is accompanied by an Environmental Statement under the Environmental Impact Assessment Regulations.
- 1.4 This Statement provides background information on the site and its history and a detailed assessment of the proposals in relation to planning policy and other material considerations. It demonstrates that the proposed amendments comprise a highly beneficial and sustainable scheme and that planning permission should be granted.
- 1.5 The application scheme has evolved through substantial pre-application consultation with LB Southwark (LBS), the Greater London Authority (GLA), Transport for London (TfL) and other key stakeholders including the existing local community.
- 1.6 Overall, the proposed development constitutes sustainable development within the terms of national planning policy for which planning permission should be granted without delay.

### **Background**

- 1.7 The application site is located within the wider Aylesbury Estate Regeneration. The planning application is for an amendment to Condition 2 and Condition 43 of the extant planning permission for FDS (ref: 17/AP/3885) ('the extant consent' or 'extant permission'). The description of development for the extant consent is:

*"Minor material amendments to planning permission 14/AP/3843 for Demolition of existing buildings and redevelopment to provide a mixed use development comprising a number of buildings ranging between 2 to 20 storeys in height (9.45m - 72.2m AOD), providing 830 residential dwellings (Class C3); flexible community use, early years facility (Class D1) or gym (Class D2); public and private open space; formation of new accesses and alterations to existing accesses; energy centre; gas pressure reduction station; associated car and cycle parking and associated works. The proposed amendments include:*

*Provision of an additional 12 units (including three townhouses in place of the Gas Pressure Reduction Station); Revisions to unit and tenure mix; Internal reconfiguration and elevational alterations; Minor alterations to landscape layouts, amenity space and roof space."*

- 1.8 This application seeks to make amendments to FDS C (subplots 3 and 4), to increase, in real terms, the overall number of homes on-site, including an increase in both the numbers and proportion of affordable homes. The revisions will boost the number of units on-site and will include additional shared ownership and social rented units. The scheme reflects the ambition of NHG to maximise the



development potential of the site and improve the viability of the scheme while remaining fully committed to ensuring that the original design principles and amenity standards are maintained.

- 1.9 Further details on the history and planning background to the Aylesbury Estate are provided in Section 3.0.

#### **Application Process (S.96a & S.73)**

- 1.10 A S.73, also referred to as a Minor Material Amendment, is an application made under Section 73 of the Town and Country Planning Act 1990 to vary or remove conditions associated with a planning permission. Section 73 is a wide-ranging statutory power used to amend conditions attached to a previous planning permission. Whilst it is often associated with 'Minor Material Amendments', this terminology is not based in the law. It is intended to allow for amendments to be made where necessary to ensure that a development is successfully implemented and completed.
- 1.11 Prior to a recent change in caselaw (discussed below), it was possible for a condition to be altered to contradict the operative part of the permission (i.e. the description of development contained in the decision notice granting planning permission), as long as the variation (as per the test set out by Sullivan J in *R v Coventry City Council ex p Arrowcroft Group Plc* [2000] 7 WLUK 647) could lawfully have been imposed on the original permission at the time and would not represent a "fundamental alteration of the proposal put forward in the original application." The test therefore is for the Council to consider whether the resulting development is fundamentally the same as that originally permitted. As Collins J has further considered in a more recent case: "one must look... to the permission as a whole in order to see whether there is in reality a fundamental change" [my emphasis] (*Vue Entertainment Ltd v City of York Council*) [2017].
- 1.12 In other words, a Council should not decline to validate or determine a S.73 application just because it would involve major amendments to a scheme which can amount to the scale and nature of the development being substantially different to the one which has been approved. There exists a wide range of examples of approved S.73 applications which have proposed significant alterations to approved schemes.
- 1.13 The judgement on the *Finney v Welsh Ministers* [2019] case means that a S.73 can no longer be used to amend the description of development of a planning permission and any S.73 application is now constrained by the scope of the description of development on the existing planning permission. A S.73 can now only be used to amend a planning condition to a permission.
- 1.14 A S.96a planning application (22/AP/0019) was recently approved by LBS which altered the description of development and added an additional condition (no 43) to the permission.
- 1.15 This S.73 is proposing to amend Condition 2 (approved plans) and Condition 43 (quantum of development) of the approved permission (17/AP/3885). There are no words in the description of development that would prevent the proposed amendments from being approved under the S.73 process. The proposals are discussed further in the later sections of this Statement.

#### **Referral to the Mayor**

- 1.16 The Town and Country Planning (Mayor of London) Order 2008 requires planning applications that are of potential strategic importance (PSI) to be referred to the Mayor of London. An application is

referable to the Mayor if it meets any of the criteria set out in the Order. The proposed development meets the criteria in the Order in categories:

- 1A (development including the provision of 150 houses); and
- 1C (the building is more than 30 metres high and is outside the City of London).

1.17 This Order includes Section 73 applications. The original planning application (ref: 14/AP/3843) and the previous Section 73 (ref: 17/AP/3885) were both referred to the Mayor of London under the provisions of the Order. As such, this planning application will be also.

#### **Environmental Impact Assessment**

1.18 The proposed development falls within the classification of Schedule 2, 10(b) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (the “EIA Regulations”).

1.19 An Environmental Impact Assessment (‘EIA’) was prepared as part of the original FDS application ref: 14/AP/3843) which included an Environmental Statement (‘ES’) referred to in this PS as the ‘2014 ES’. As part of the consented S.73 (ref: 17/AP/3885), an Addendum to the 2014 ES was submitted.

1.20 This application is accompanied by a further Environmental Statement Addendum (‘ESA’). The Applicant has reviewed the 2014 ES and a number of previous chapters have been scoped out for the purposes of this planning application. The submitted ESA includes an update to the following chapters:

- Demolition and Phasing;
- Daylight, Sunlight and Overshadowing;
- Socio Economic; and
- Wind and Microclimate.

1.21 The ESA also includes the following technical notes in the Appendix:

- Air Quality Technical Note;
- Ecological Technical Note;
- Ground Conditions Technical Note;
- Noise and Vibration Technical Note; and
- Flood Risk and Drainage Technical Note.

#### **Application Documents**

1.22 As well as the ES, the planning application is accompanied by a number of documents which are referred to in this Statement including:

- Design and Access Statement;
- Financial Viability Report;
- Statement of Community Involvement;

- Energy Statement including Overheating Assessment;
- Sustainability Statement;
- Transport Statement;
- Outline Construction Logistics Plan;
- Delivery and Servicing Plan;
- Construction and Environmental Management Plan;
- Biodiversity Net Gain Assessment;
- Arboricultural Impact Assessment;
- Fire Statement;
- Circular Economy Assessment; and
- Whole Life Carbon Assessment.

### Structure of Statement

1.23 This Statement is set out in the following sections:

- **Section 2** provides a description of the site and surrounding area;
- **Section 3** sets out the background to the proposals including a summary of the relevant planning history;
- **Section 4** summarises the pre-application discussions and consultation;
- **Section 5** provides a description of the proposed development;
- **Section 6** summarises the development plan and material considerations;
- **Section 7** provides an analysis of the main planning considerations;
- **Section 8** sets out the affordable housing statement;
- **Section 9** provides a summary of technical considerations;
- **Section 10** sets out a draft Heads of Terms and an estimate of the CIL payment; and
- **Section 11** provides a summary and conclusion including the key social, environmental, and economic benefits which demonstrates why planning permission should be granted without delay.

## 2.0 Site Description and Surroundings

### Application Site

- 2.1 The Aylesbury Estate FDS is approximately 4.4 hectares and lies within the Aylesbury Estate, a local authority housing estate located within Faraday Ward in LBS. The FDS site boundary is shown in Figure 2 below.

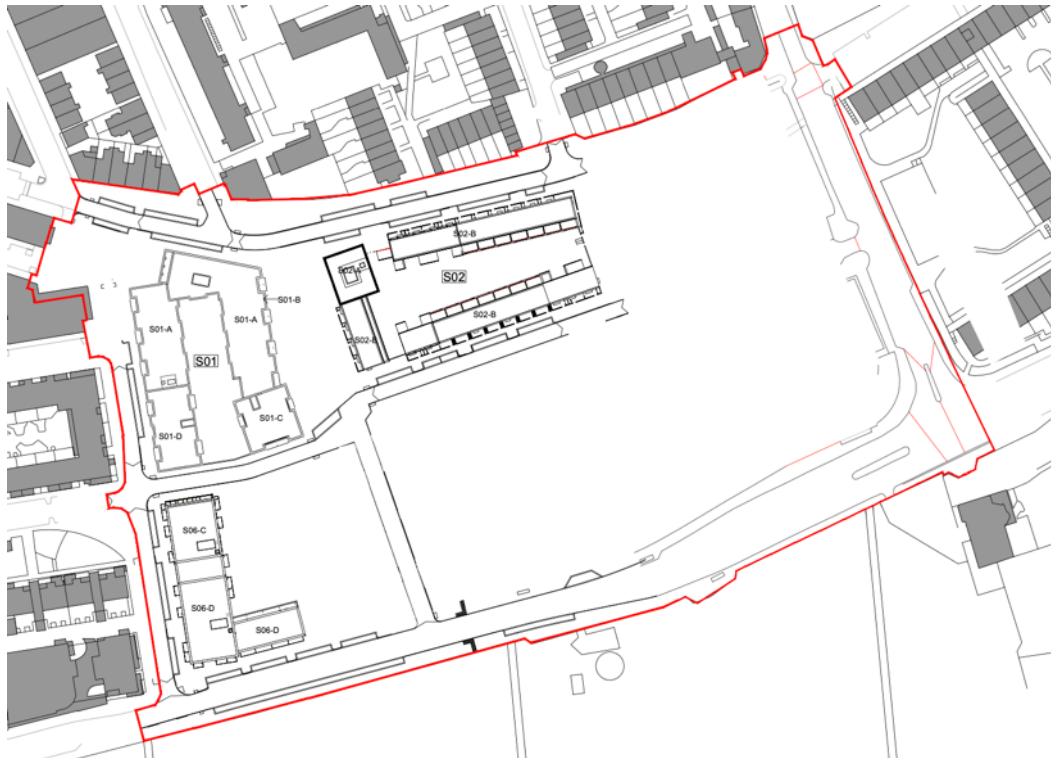


Figure 2: Red Line Plan of the FDS, showing the partial construction of the approved scheme

- 2.2 The Aylesbury Estate was constructed between 1966 and 1977 and is one of the largest housing estates in south London. The existing wider estate is predominately residential, with a mixture of houses, flats, and maisonettes, in buildings ranging from 2 and 14 storeys.
- 2.3 The site is located in southwest of the Aylesbury Regeneration Area and is in the first phase of the regeneration of the Estate. It approximately comprises sites 1b and 1c of Phase 1 (P1) as designated with the Aylesbury Area Action Plan (AAP).
- 2.4 All buildings have been demolished on the site, and part of the FDS site is currently under construction. The background to the permission is explained in the following section. Prior to demolition, the site accommodated 566 homes and ancillary garage accommodation spread over eight predominantly residential blocks that ranged in height between 4 and 14 storeys.
- 2.5 The site has a Public Transport Accessibility (PTAL) rating of 4 and 5 and is considered to be in a sustainable location. There are a number of bus stops along Camberwell Road (around 300 m from the site) providing direct connections to Central London and beyond. This includes a number bus stops along Camberwell Road. The site is located approximately 1.3km of Kennington Underground station (Northern line), and approximately 1.5km to Elephant & Castle Underground Station (Bakerloo

and Northern lines). Elephant and Castle Rail Station is located approximately 1.3 km from the site (Thameslink).

### **Designations**

- 2.6 As per the LBS adopted Local Plan, the site is designated as within “Aylesbury Action Area”, “Aylesbury Action Area Core”, “Aylesbury Action Area Proposal site MP2”, “Urban Density Zone”, and “Air Quality Management Area”.
- 2.7 The Environmental Agency (EA) Flood Map for Planning identifies the entire site to be located in Flood Zone 3, but within an area that benefits from flood defences (chance of fluvial flood 1% each year, chance of coastal flood reaching site 0.5% each year)
- 2.8 The site is not located within a Conservation Area and does not contain any listed buildings. The site, however, in the immediate vicinity of several Conservation Areas including the Walworth Road Conservation Area to the north and west of the site; Liverpool Grove Conservation Area to the north of the site; and Addington Square Conservation Area to the south of the site. There are also several listed buildings in the immediate vicinity including Aycliffe House and attached railings, Numbers 1, 1a and 3-11 Portland Street and attached railings, and 13-23 Portland Street and attached railings, and Harker’s Studio all of which are Statutorily Grade II listed.
- 2.9 The site is also located within the wider setting consultation area of view 1A.1 Alexandra Palace of the London Plan.

### **Surrounding Area**

- 2.10 The site is bounded by Albany Road to the south; Portland Street to the east; Westmoreland Road to the north; and Bradenham Close to the west. Just south of Albany Road lies Burgess Park which is designated as a Site of Importance of Nature Conservation.
- 2.11 The area immediately surrounding the site largely residential in character with building heights ranging from 2 to 10 storeys.
- 2.12 Elephant and Castle (major town centre) and the former Heygate Estate is located to the north of the Aylesbury Estate (approximately 2.5 miles from the site), which is also undergoing significant regeneration for high density development.
- 2.13 Several shops and services are also located in the surrounding area, particularly along Walworth Road. Michael Faraday Primary School is located to the northeast of the site.
- 2.14 Several planning applications for the initial phases of the Aylesbury estate regeneration have been granted consent and are under construction or complete. Phase 1a, located immediately to the west of the FDS, has been constructed and occupied. Further details of the planning history of the application site and wider estate are provided in Section 3.



## 3.0 Aylesbury Estate Regeneration and Planning History

### Background to Aylesbury Estate Regeneration

- 3.1 The Aylesbury Estate was constructed between 1966 and 1977 and is one of the largest housing estates in south London. The existing estate is predominately residential, with a mixture of houses, flats, and maisonettes, in buildings ranging from 2 and 14 storeys.
- 3.2 Following previously unsuccessful attempts to redevelop and regenerate the Estate, a structural survey was undertaken in 2005. A review of this concluded that the cost of refurbishing the existing Estate to an appropriate standard was prohibitive and therefore demolition and redevelopment of the existing buildings was the only way to achieve regeneration objectives.
- 3.3 The review informed the preparation of the Aylesbury Area Action Plan (AAP), which was prepared by Southwark Council in consultation with the local community and the Creation Trust. The purpose of the AAP was to establish a planning framework to enable the regeneration of the Estate in a comprehensive manner. The AAP was subsequently adopted by LBS in 2010.
- 3.4 In 2012 Under Public Contracts Regulations 2006, Southwark Council began a detailed procurement process to secure a development partner to work with the Council in the delivery of the redevelopment. Two applicants were shortlisted to submit their Best and Final Offer (BAFO) proposals, and these were received by the Council on the 1<sup>st</sup> of November 2013.
- 3.5 Following a detailed evaluation process by officers, Southwark's Cabinet took the decision to approve the selection of Notting Hill Housing Trust as the Council's preferred development partner for the regeneration of the Aylesbury Estate.
- 3.6 Notting Hill Genesis (formerly Notting Hill Housing Trust) and Southwark Council have entered a development partnership agreement to regenerate the Estate in line with an agreed business plan. This plan includes a development programme for the whole regeneration with a final completion date of January 2034.
- 3.7 Notting Hill Housing Trust became Notting Hill Genesis in 2017 following a merger.

### Planning History

- 3.8 The key relevant planning permissions for the FDS and wider estate are set out below.

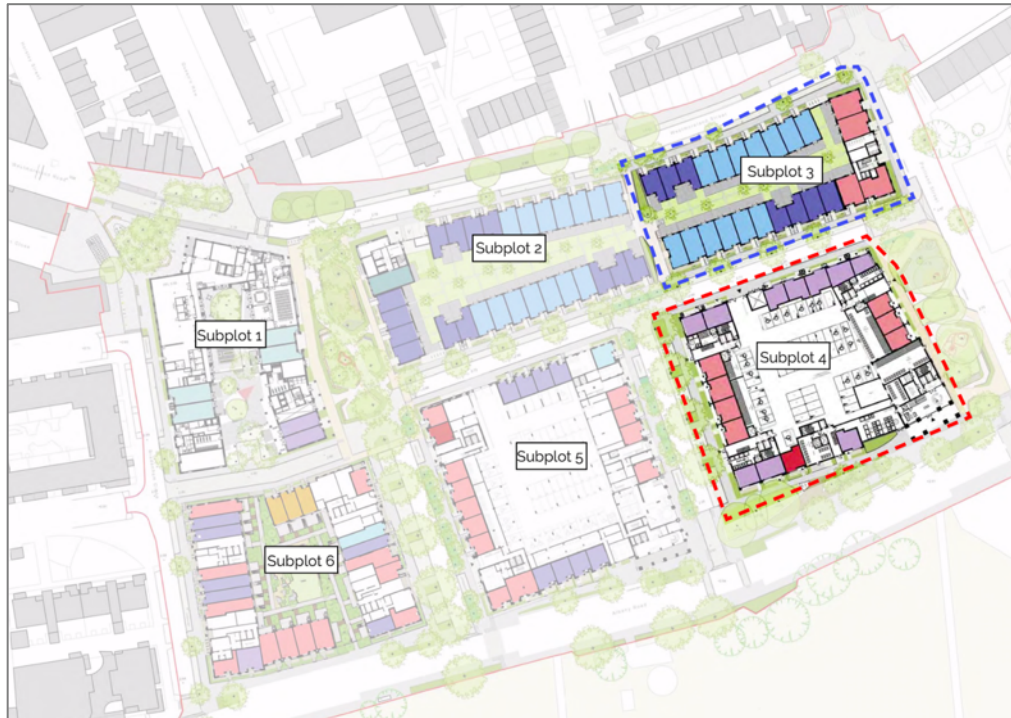
#### Original FDS Planning Permission (Ref: 14/AP/3843)

- 3.9 Planning permission for the FDS was first granted through a detailed planning application (ref: 14/AP/3843), submitted simultaneously with an outline planning application (ref: 14/AP/3844) for the rest of the estate. Both applications were approved on the 5<sup>th</sup> of August 2015.
- 3.10 The description of development for the detailed FDS application (ref: 14/AP/3843) was:

*“Demolition of existing buildings and redevelopment to provide a mixed use development comprising a number of buildings ranging between 2 to 20 storeys in height (9.45m - 72.2m AOD), providing 830 residential dwellings (Class C3); flexible community use, early years facility (Class D1) or gym (Class D2); public and private open space; formation of new*

*accesses and alterations to existing accesses; energy centre; gas pressure reduction station; associated car and cycle parking and associated works.”*

- 3.11 The FDS site is split into six separate plots, referred to as subplots, which are numbered from 1 to 6. The subplots are labelled on Figure 3 below.



*Figure 3: Approved plan showing the 'subplots' of the FDS (ref: 17/AP/3885)*

FDS S.73 2019 Amendment (Ref: 17/AP/3885)

- 3.12 The original FDS permission was subsequently amended by a S.73 application (ref: 17/AP/3885) which was approved on the 14<sup>th</sup> of February 2019. This FDS S.73 application was submitted simultaneously to a linked S.73 (ref: 17/AP/3846) application for the Plot 18 site. The description of development for the FDS S.73 application (ref: 17/AP/3885) was:

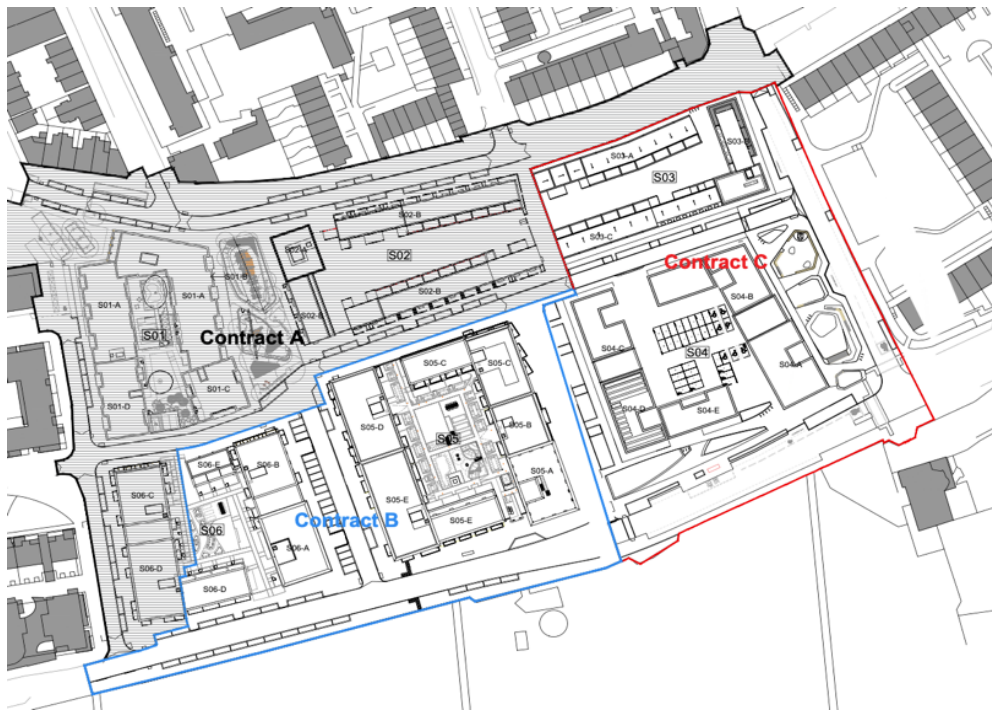
*“Minor material amendments to planning permission 14/AP/3843 for Demolition of existing buildings and redevelopment to provide a mixed use development comprising a number of buildings ranging between 2 to 20 storeys in height (9.45m - 72.2m AOD), providing 830 residential dwellings (Class C3); flexible community use, early years facility (Class D1) or gym (Class D2); public and private open space; formation of new accesses and alterations to existing accesses; energy centre; gas pressure reduction station; associated car and cycle parking and associated works. The proposed amendments include:*

*Provision of an additional 12 units (including three townhouses in place of the Gas Pressure Reduction Station); Revisions to unit and tenure mix; Internal reconfiguration and elevational alterations; Minor alterations to landscape layouts, amenity space and roof space.”*

- 3.13 As noted above, the S.73 was linked to a S.73 for the Plot 18 site, which is discussed below. The primary purpose of this amendment was to deliver more affordable homes on the FDS site to assist with rehousing tenants from other parts of the Aylesbury Estate. This was because parts of the FDS development were expected to be delivered first. As such, this amendment resulted in a larger proportion of affordable homes on the FDS site and a larger proportion of market units on the Plot 18 site. This is discussed later on in the Planning Statement.
- 3.14 The amendment to the FDS permission also included an additional 12 residential units, increasing the overall total proposed to 842 units across the site. There were also further revisions to the unit mix, elevational alterations, and changes to landscape layouts and amenity space.
- 3.15 This S.73 permission (ref: 17/AP/3885) has been implemented and is under construction.
- 3.16 A Section 96a application (ref: 22/AP/0019) was approved on the 4<sup>th</sup> February 2022 which amended the wording of the description of development and attached an additional planning condition to the permission.

Description of the Consented Scheme

- 3.17 The extant FDS permission is for 842 residential units (283 private, 211 intermediate, and 348 social rent) in a mixture of buildings ranging from houses to apartment blocks up to 20 storeys in height. The permission also includes a 263 sqm community centre.
- 3.18 As noted above, the FDS is formed of 6 separate subplots. For construction purposes, the site has been split into three separate phases which are referred to as FDS A, FDS B, and FDS C (see Figure 4 below). FDS A comprises subplots 1, 2, and part of 6, and FDS B comprises subplot 5 and the remainder of 6.



*Figure 4: FDS Contract Phasing Plan (for construction purposes)*



3.19 The permission has been implemented and FDS A and B are under construction, with the programme currently as:

- FDS A: Started on site March 2019, anticipated completion September 2022.
- FDS B: Started on site November 2021, anticipated completion September 2025.
- FDS C: Anticipated start on site March 2023, completion January 2026 (subject to planning).

3.20 This planning application concerns amendments to FDS C which comprises subplots 3 and 4.



Figure 5: Approved ground floor plan of Block 3, showing arrangement of houses

3.21 The two subplots, as approved, are contrasting in terms of height, bulk, massing, unit types and unit numbers. Subplot 3 is located to the north and fronts onto Westmoreland Street. The approved layout is characterised primarily by two rows of three storey houses, with a larger 5-storey block at the eastern end comprising 13 flats (Figure 5 above).

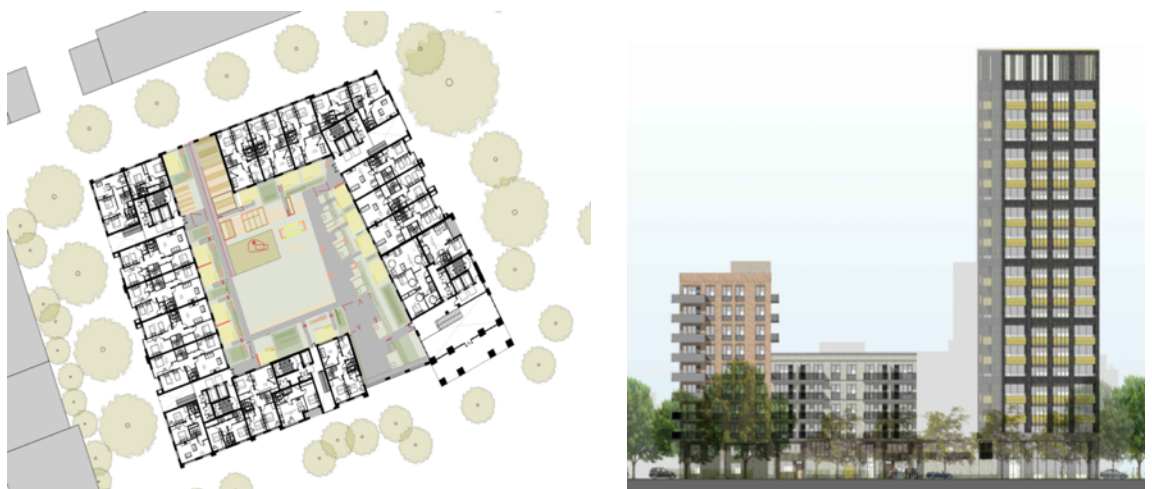


Figure 6: Approved first floor plan of subplot 4 and street elevation from Albany Road

3.22 The approved scheme on subplot 4 is a larger, taller, and denser development, located to the south and fronting onto Albany Road which extends along the northern boundary of Burgess Park. The block is characterised by maisonettes at street level surrounding an internal undercover car park at ground level. Above the car park is a podium providing sharing amenity space in a courtyard arrangement, surrounded by accommodation blocks rising up to between four and eight storeys (above podium level). The approved development includes a 20-storey tower located on the south-east corner of the plot, which is the tallest element of the approved FDS scheme.

**Other Relevant Planning History**

Site 1A (ref: 07/CO/0046)

3.23 Planning permission was granted in June 2007 (ref: 07/CO/0046) for an outline application on Site 1A (adjacent to the FDS site) for the demolition of existing buildings and erection of a series of buildings ranging in height from 1 to 10 storeys, comprising around 260 dwellings, 404 sqm of retail floorspace, a new day centre, and provision of public open space and public realm improvement work.



*Figure 7: Aerial photograph showing the location of Site 1A (orange) adjacent to the FDS (red)*

3.24 This site was redeveloped as an early phase by L&Q and has now been completed and occupied. The completed development is shown on the aerial photograph above.

Outline Masterplan (14/AP/3844)

3.25 The outline application was granted for the comprehensive redevelopment of the Aylesbury Estate in line with the aspirations of the development plan and the Aylesbury Area Action Plan (AAP). Planning permission for the outline masterplan was granted through outline application (ref: 14/AP/3844) which was submitted simultaneously with the detailed planning application for the FDS. Both applications were approved on 5 August 2015. The extent of the outline application area is shown on Figure 8 below.





Figure 8: Site plan showing the extent of the outline masterplan permission in comparison to the FDS

3.26 The description of development was for:

*“Outline application for: demolition of existing buildings and phased redevelopment to provide a mixed use development comprising a number of buildings ranging between 2 to 20 storeys in height (12.45m - 68.85m AOD) with capacity for up to 2,745 residential units (Class C3), up to 2,500sqm of employment use (Class B1); up to 500sqm of retail space (Class A1); 3,100 to 4,750sqm of community use; medical centre and early years facility (Class D1); in addition to up to 3,000sqm flexible retail use (Class A1/A3/A4) or workspace use (Class B1); new landscaping; parks, public realm; energy centre; gas pressure reduction station; up to 1,098 car parking spaces; cycle parking; landscaping and associated works.”*

#### Plot 18 (16/AP/2800)

3.27 The first (and only) phase of the outline application to have commenced to date is Plot 18. A reserved matters application was granted in December 2021 (ref: 16/AP/2800) for 122 residential units (C3), retail (A1/A3/A4) and a community facility (library D1) in a part 15, part 7 and part 4/6 storey building (known as the North Block); a health centre (D1) and early years facility (D1) in a 4 storey (plus basement) building (known as the South Block); public realm; landscaping; cycle parking and car parking. Several non-material amendments have since been permitted and works have now commenced.

3.28 This permission was subsequently amended by a S.73 application (ref: 17/AP/3846) which was linked to the amendment to the FDS, as outlined in paragraph 3.13 above. Both applications were approved on the 14<sup>th</sup> February 2019.

## 4.0 Pre-application Discussions and Consultation

4.1 The Good Practice Guide to Estate Regeneration (GPGER) sets out the Mayor's aspirations for full and transparent consultation, and meaningful ongoing involvement with estate residents throughout the regeneration process, to ensure resident support.

4.2 The Applicant has undergone a comprehensive pre-application engagement strategy with key stakeholders including:

- Multiple pre-application meetings with LBS;
- Two meetings with the GLA and TfL; and
- Extensive in-person and online consultation with key community groups and local residents.

4.3 The Statement of Community Involvement (SCI) prepared by HTA provides a detailed overview of the consultation process undertaken to support the proposed amendment to the FDS consent. The section below provides a summary of the key points.

### Pre-Application Process

4.4 NHG have undertaken extensive pre-application dialogue with planning officers, urban design officers and regeneration officers at LBS since August 2020 which has included a total of 7 formal pre-app meetings. The proposals have been developed through an iterative process with officers which has resulted in a proposed scheme with support from the Council.

4.5 Some of the key comments from the pre-application discussions are set out below:

- The principle of increasing the number of units on the site is supported provided there is a resultant increase in both the number and proportion of affordable homes;
- The additional height on Block S04 tower is supported in design terms, subject to an assessment of the impact on the LVMF view;
- The design and façade changes to Block S04 were welcomed and added to the impression of quality and design;
- The proposed unit mix and tenure mix is supported;
- The proposed development will be fully compliant with London Plan cycle parking standards which is supported; and
- Officers are supportive of the approach to amend the energy strategy to provide Air Source Heat Pumps, subject to technical assessment and details.

4.6 NHG also undertook pre-application consultation with the GLA in the proposed scheme amendments which included 2 formal pre-application meetings and a further meeting to discuss the impact on the LVMF.

4.7 The key comments from the GLA pre-application meetings can be summarised as:

- The GLA supports the optimisation of the site's housing capacity;

- The increase in affordable homes is supported but the application must include a viability assessment to ensure that the maximum amount of affordable housing is delivered;
- The proposed increases in height are considered to have a marginal in the local context;
- The GLA accepts that the impact on the LVMF is unlikely to be significant, but a full assessment must be provided;
- The proposed energy strategy is supported, subject to technical details;
- Cycle parking should be provided in accordance with the London Plan guidance;
- Any proposed car parking would need to be robustly justified;
- The application would need to provide an urban greening factor assessment.

4.8 The two pre-application letters from the GLA are included at Appendix 1 and 2.

#### Public and Community Consultation

4.9 Throughout Autumn 2021, a number of resident consultation events were held to explain to local residents the proposed s73 changes for sub plots 3 and 4 of FDS C. This included consultation in person, online, and at an exhibition. A schedule of pre-application discussions is summarised below, and further details can be found within the SCI.

#### Summary

4.10 The objective of the pre-application consultation approach has been to provide detailed information about the proposal from the beginning of the development process and engage meaningfully with the local community and to ensure that the local community had the opportunity to understand and shape the development proposal.

## 5.0 Proposed Development

### Proposed Development

- 5.1 This application seeks a Minor Material amendment to vary Condition 2 and Condition 43 of the extant consent (ref: 17/AP/3885) for FDS granted on the 14<sup>th</sup> of February 2019. The changes proposed through this S.73 relate only to subplots 3 and 4 (FDS C) of the consented scheme.



Figure 9: Proposed Elevation of Subplot 3 (north facing)

- 5.2 The proposed amendments include the provision of an additional 60 units; revisions to tenure and unit mix; provision of non-residential floorspace at ground floor level (Use Class E); alterations to height and massing; internal reconfigurations; elevational alterations and material changes; revisions to landscaping, amenity, play space, car parking and cycle storage.
- 5.3 The proposed development is for:

*"Variation to Condition 2 (Approved Plans) and Condition 43 (Quantum of Development) of planning permission 17/AP/3885. Minor amendments include the provision of additional units, provision of non-residential floorspace, revisions to tenure and unit mix, alterations to height and massing, internal reconfigurations, elevational alterations and material changes, revisions to landscaping, amenity, play space, car parking, and cycle storage.*

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- 5.4 Planning Condition 2 of the extant consent states that the development must be carried out in accordance with the list of approved plans. This application is seeking to amend the approved plans.
- 5.5 Planning Condition 43 was added to the Decision Notice by a S.96a amendment (22/AP/0019) which was approved on 4<sup>th</sup> February 2022. The condition sets out the quantum of the approved development stating:

*“The application hereby approved shall be for the demolition of the existing buildings, and redevelopment to provide a mixed-use development comprising a number of buildings between 2 to 20 storeys in height, providing 842 residential dwellings; flexible community use, early years facility (Class D1) or gym (Class D2); public and private open space; formation of new accesses and alterations to existing accesses; energy centre; associated car and cycle parking, as per the permitted plans.”*

- 5.6 This application is seeking to amend the quantum of development as stated above.
- 5.7 The proposed development has been carefully designed to remain consistent with the overall design approach to the consented scheme, which will deliver a high-quality public realm with a street-based pattern of spaces and built form.
- 5.8 Further details of the proposed development are summarised below.

#### Accommodation Schedule

- 5.9 The proposed amendments would increase the number of residential units from 261 to 321 on subplots 3 and 4, which would represent an uplift of 60 residential units. For the wider FDS, this would result in an increase of residential units from 842 to 902 (a 7% increase in total units). The accommodation schedule for the extant S.73 consent and proposed amendment for the wider FDS are shown in Table 1 below.

Consented							Proposed					
	Unit No.	% Split	AH split	HR Split	% Split	AH split	Unit No.	% Split	AH Split	HR Split	% Split	AH split
Social rent	348	41%	62%	1190	43%	67%	357	40%	61%	1243	43%	66%
Shared Ownership	211	25%	38%	590	21%	33%	229	25%	39%	653	23%	34%
Private	283	34%		984	36%		316	35%		990	34%	
<b>Total</b>	<b>842</b>	<b>100%</b>		<b>2764</b>	<b>100%</b>		<b>902</b>	<b>100%</b>		<b>2886</b>	<b>100%</b>	

Table 1: Proposed FDS Accommodation Schedule

- 5.10 The overall proposed tenure mix for FDS will comprise 371 x 1 bed (41%), 362 x 2 bed (40%), 124 x 3 bed (14%), 32 x 4 bed (4%), and 13 x 5 bed (1%).
- 5.11 The overall proposed tenure split is 34% private and 66% affordable (by habitable room). This is a slight change from the previous tenure split of 36% private and 64% affordable (by habitable room).
- 5.12 The new proposed affordable split is 66% social rent and 34% shared ownership. This is a slight change from the previous affordable split of 67% social rent and 33% shared ownership. However, the overall number of social rent habitable rooms has increased by 53 and the overall number of shared ownership habitable rooms has increased by 63.



### **Sub Plot 3**

5.13 The proposed amendments for subplot 3 are summarised as follows:

- 21 additional residential units;
- Revised mix of homes and tenure;
- Block 3A: Increase in height from 3 to 4-storeys and provision of maisonettes at the base and flats on the upper levels;
- Block 3B: An additional storey has been added to the eastern block which increases the height from 6 to 7 storeys;
- Additional bike and bin storage at ground floor level;
- Improved configuration of internal layouts; and
- Development of external treatment.

5.14 The accompanying DAS Addendum provides a detailed overview of the proposed changes to the scheme.

### **Sub Plot 4**

5.15 The proposed amendments to subplot 4 can be summarised as follows:

- 39 additional residential units;
- Revised mix of homes and tenure;
- Provision of 88sqm of commercial floorspace (Use Class E);
- Increase in the footprint of Block 4A by 1 home per floor;
- Improved configuration of internal layouts;
- Increase in height and footprint of Block 4A from 20 to 23 storeys.
- An amendment to the layouts of the upper floors of Block 4B to provide lateral apartments instead of duplexes;
- Amendments to the building line of Block 4B to accommodate the tower width;
- A revised mix of residential units and tenures, including additional wheelchair dwellings;
- An increase in bin and bike storage in accordance with the uplift in dwellings and updated unit mix; and
- Alterations to the external elevations and facade treatment.

5.16 The accompanying DAS Addendum provides a detailed overview of the proposed changes to the scheme.

## Energy

- 5.17 The application is proposing a key amendment to the energy strategy originally approved under the extant consent. The approved energy strategy is for the entire FDS to be served from a single CHP energy centre to provide heating and hot water which is located on subplot 5. The proposed amendment to the energy strategy is instead proposing to provide air source heat pumps on subplots 3 and 4 to provide heating and hot water, which will provide a significant reduction in emissions, reduction in air pollution, and better align with the changes in the Building Regulations Part L. The submitted Energy Strategy provides full details of the energy and sustainability strategy for subplots 3 and 4.

## Access and Parking

- 5.18 The proposed application includes limited proposed changes to the footprint of both subplots 3 and 4 and the primary access arrangements will remain unchanged. Subplot 3 is primarily pedestrianised, with a number of on-street car and cycle parking spaces, although no changes proposed to the road arrangements approved under the extant consent. Subplot 3 includes two large cycle stores on the ground floor layout within the core of both building 3a and 3b.

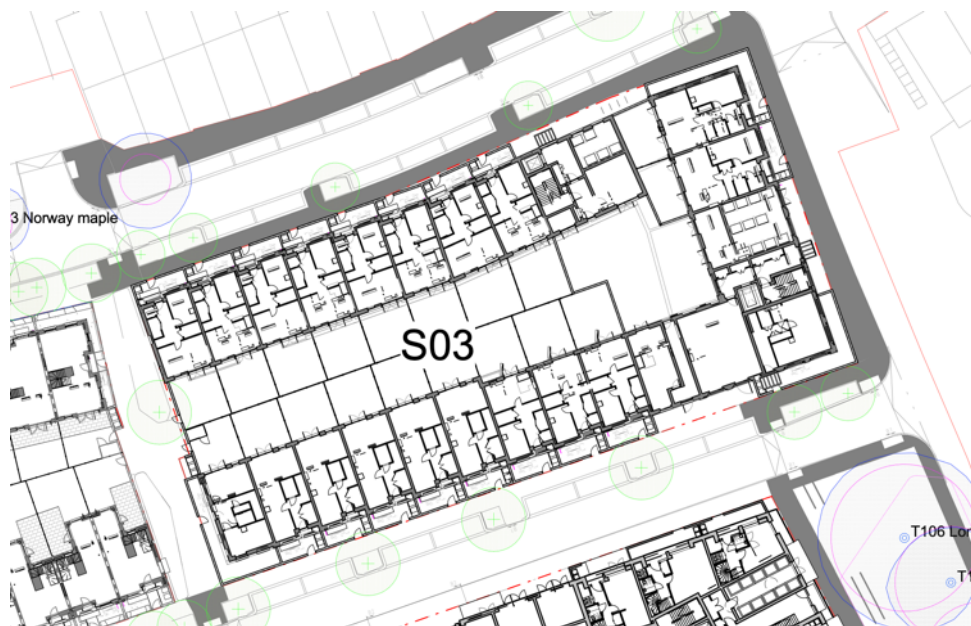


Figure 10: Extract from the Site Plan showing the ground floor of subplot 3

- 5.19 Subplot 4 retains the podium layout approved under the extant permission. The size and access arrangements of the podium remain as approved and provides a ground floor car park which is accessed by vehicles from the north. A number of amendments have been made to the ground floor, including changes to the number and layout of car parking spaces and provision of additional cycle stores.
- 5.20 The total proposed car parking numbers will be:
- Subplot 3: 8

- Subplot 4: 54 (including 8 disabled spaces)

5.21 The total proposed cycle parking numbers will be:

- Long-stay: 602
- Short stay: 56



*Figure 11: Extract from the proposed ground floor plan of subplot 4 showing the car park under the podium*

### Summary

5.22 The proposed development results in an uplift of 60 residential units across sub plots 3 and 4 (Package C) of the consented FDS scheme. The proposals have been carefully designed to remain consistent with the design approach established through the extant permissions. The amendment represents a significant proportion of new dwellings through relatively minor amendments to the approved scheme, optimising the potential of the site.

## 6.0 Planning Framework

6.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of any planning application shall be in accordance with the development plan unless material considerations indicate otherwise.

### Development Plan

6.2 The adopted development plan for LB Southwark comprises:

- The Southwark Plan 2022 (February 2022); and
- London Plan 2021 (March 2021).

6.3 There are a series of Supplementary Planning Documents (“SPD”) and Supplementary Planning Guidance (“SPG”) that provide further details of how to interpret policies within the development plan.

### Material Considerations

6.4 The following are important material planning considerations for the determination of the application:

- National Planning Policy Framework (NPPF) (July 2021); and
- National Planning Practice Guidance (PPG) (November 2016, as amended).

6.5 The Southwark Plan 2022 has recently undergone a full examination in public and the Inspector’s report has been received recommending that the plan is sound subject to modifications. On 7th December 2021, LB Southwark’s Cabinet agreed the plan for final adoption by Council Assembly. The Council Assembly formally adopted the plan on the 23<sup>rd</sup> February 2022.

6.6 The SP has superseded the Saved Southwark Plan Policies and the Aylesbury Area Action Plan (AAP) which previously formed the key policy component of the Development Plan for the Aylesbury Estate. The extant permission was approved under the policies of the AAP and the Saved Southwark Plan Policies. A number of the original AAP policies have been included in the SP but some have now been omitted or replaced by more recent updates to policy.

### NPPF (2021)

6.7 At the centre of the NPPF is a presumption in favour of sustainable development. The purpose of the planning system is to contribute to the achievement of sustainable development through three overarching objectives, to be pursued in mutually supportive ways:

- Economic objective – to build a strong, responsive and competitive economy;
- Social objective – to support strong, vibrant and healthy communities and ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and
- Environmental objective – to contribute to protecting and enhancing our natural, built and historic environment, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution and moving to a low carbon economy.

- 6.8 Paragraph 11 advises how the presumption in favour of sustainable development is applied to decision-taking by approving development proposals that accord with an up-to-date development plan without delay.
- 6.9 Chapter 5 sets out the Government’s commitment to significantly boosting the supply of new homes. Paragraph 59 highlights the importance of a sufficient amount and variety of land coming forward for development where it is needed.
- 6.10 Chapter 9 sets out the approach to sustainable transport and states that highways issues should be considered from the earliest stages of development proposals to ensure that:
- The impacts of transport networks can be addressed;
    - Opportunities from existing or proposed transport infrastructure and changing technology are realised;
    - Opportunity to promote walking, cycling and use of public transport are pursued;
    - Environmental impacts of traffic and transport are identified, taken into account and mitigated where necessary; and
    - Patterns of movement, streets, parking and other considerations are integral to the design of schemes.
- 6.11 Chapter 11 sets out the framework’s strategic objectives for making the most effective use of land. Paragraph 118 states that substantial weight should be given to the value of using suitable land within settlements for homes and gives support for the development of under-utilised sites, particularly where this would help meet identified needs for housing where supply is constrained.

#### **London Plan (2021)**

- 6.12 **Policy GG2** sets out that those involved in planning and development must, among other things:
- A. enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites*
- B. prioritise sites which are well-connected by existing or planned public transport*
- C. proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.*
- D. applying a design-led approach to determine the optimum development capacity of sites”.*
- 6.13 **Policy GG4** states that to create a housing market that works better for all Londoners, those involved in planning and development must ensure that more homes are delivered; support the delivery of the strategic target of 50% of all new homes being genuinely affordable; create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing.



- 6.14 **Policy GG6** states that development must seek to improve energy efficiency and support the move towards a low carbon circular economy, contributing towards London becoming a zero-carbon city by 2050. It also requires development to ensure that buildings and infrastructure are designed to adapt to a changing climate.
- 6.15 **Policy D3** sets out that that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Higher density developments should be located and promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. The policy includes guidance that development should deliver buildings and spaces that positively respond to local distinctiveness and deliver appropriate amenity.
- 6.16 **Policy D4** requires that all proposals exceeding 30 metres in height and 350 units per hectare must have undergone at least one design review or demonstrate that they have undergone a local borough process of design scrutiny.
- 6.17 **Policy D5** requires development proposals to achieve the highest standards of accessible and inclusive design.
- 6.18 **Policy D6** sets out key design quality principles and standards. The policy seeks to ensure housing development is of high-quality design, maximises the provision of dual aspect dwellings, provides sufficient daylight and sunlight to new and surrounding housing that is appropriate to its context whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space, designed with adequate and easily accessible storage space, and meets the minimum private internal and external space standards.
- 6.19 **Policy D7** requires that at least 10% of dwellings meet Building Regulation requirement M4(3) ‘wheelchair user dwellings’ (design to be wheelchair accessible or easily adaptable for residents who are wheelchair users); and all other new build dwellings must meet Building Regulation requirement M4(2) ‘accessible and adaptable dwellings’.
- 6.20 **Policy D9** sets out that tall buildings should only be developed in locations that are identified in Development Plans. Development proposals for tall buildings should address the following impacts:
- Visual impacts (including on views and heritage assets);
  - Functional impacts; and
  - Environmental Impacts.
- 6.21 **Policy D12** requires future applications to be accompanied by a fire statement, prepared by a suitably qualified third party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel.
- 6.22 **Policy H1** requires optimisation for the potential for housing delivery on all suitable and available brownfield sites, especially those which are with existing or planning public transport access levels (PTALs) 3-6 or which are located within 800m distance of a station or town centre boundary. In addition, sites which have capacity for housing intensification on other appropriate low-density sites in commercial, leisure and infrastructure uses.

- 6.23 **Policy H4** sets out a strategic target for 50% of all new homes delivered across London to be genuinely affordable.
- 6.24 **Policy H5** sets out a threshold approach to major development proposals which trigger affordable housing requirements.
- 6.25 **Policy H6** sets out that the affordable split of housing should be a minimum of 30% low cost rented homes as either London Affordable Rent or Social Rent, a minimum of 30% intermediate which meet the definition of genuinely affordable housing including London Living Rent and London Shared Ownership, and the remaining 40% to be determined by the borough as low-cost rented homes or intermediate products based on identified need.
- 6.26 **Policy H8** states that the demolition of affordable housing, including where it is part of an estate redevelopment programme, should not be permitted unless it is replaced by the equivalent amount of floorspace. Affordable housing that is replacing social rent housing must be provided as social rent housing where it is facilitating a right of return for existing tenants. Where affordable housing that is replacing social rent is not facilitating a right of return, it may be provided either as social rent or London Affordable Rent Housing. All development proposals that include the demolition and replacement of affordable housing are required to follow the viability Tested Route and should seek to provide an uplift in affordable housing in addition to the replacement affordable housing.
- 6.27 **Policy H10** states that schemes should generally consist of a range of unit sizes taking into account things like the requirement to deliver mixed and inclusive communities, the mix of uses in the scheme, the range of tenures in the scheme, the nature and location of the site, and the aim to optimise housing potential on sites.
- 6.28 **Policy S4** requires at least 10sqm of play space to be provided per child.
- 6.29 **Policy HC1** states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings.
- 6.30 **Policy HC4** states that development proposals should not harm, and should seek to make a positive contribution to, the characteristics and composition of Strategic Views and their landmark elements. Development proposals in the foreground, middle ground and background of a designated view should not be intrusive, unsightly or prominent to the detriment of the view.
- 6.31 **Policy G1** notes that development proposals should incorporate appropriate elements of green infrastructure that are integrated into London's wider green infrastructure network.
- 6.32 **Policy G5** states that major development proposals should include urban greening as a fundamental element of the site and building design and incorporate measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. The Mayor recommends a target urban greening factor score of 0.4 for predominantly residential developments.
- 6.33 **Policy G6** sets out that development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain.
- 6.34 **Policy SI 1** sets out that development proposals should not lead to further deterioration of existing air quality, 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, or create unacceptable risk of high levels of exposure to poor air quality. Part 2 of this policy sets out a list of criteria for meeting these requirements including that development proposals must be at least Air Quality Neutral.

- 6.35 **Policy SI 2** seeks development to be net zero-carbon, through reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand in accordance with the energy hierarchy. A minimum on-site reduction of at least 35% beyond building Regulations is required for major development. Residential development should achieve 10%, and non-residential development should achieve 15% through energy efficient measures. Where it is clearly demonstrated that the zero-carbon target cannot be achieved fully 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 provide that an alternative proposal is identified and delivery is certain.
- 6.36 **Policy SI 4** states that development proposals should minimise adverse impacts on the urban heat island through design, layout, orientation, materials, and the incorporation of green infrastructure. Major development proposals should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy.
- 6.37 **Policy SI 5** states that in order to minimise the use of mains water, water supplies and resources should be protected and conserved in a sustainable manner. Development proposals should seek to improve the water environment and ensure that adequate wastewater infrastructure capacity is provided and take action to minimise the potential for misconnections between foul and surface water networks.
- 6.38 **Policy SI 7** seeks resource conservation, waste reduction, increases in material re-use and recycling, and reductions in waste going for disposal. Referable applications should promote circular economy outcomes and aim to be zero waste. The policy sets out a criteria that should be demonstrated in a Circular Economy Statement.
- 6.39 **Policy SI 12** requires development proposals to ensure that flood risk is minimised and mitigated, and that residual risk is minimised.
- 6.40 **Policy SI 13** states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.
- 6.41 **Policy T1** provides a strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041 and that all development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.
- 6.42 **Policy T2** requires development proposals to demonstrate how they will deliver improvements that support the ten Healthy Street Indicators in line with Transport for London guidance.
- 6.43 **Policy T4** sets out that development proposals should reflect and be integrated with current and planned transport access, capacity, and connectivity.
- 6.44 **Policy T5** states that cycle parking must be provided in accordance with the standards set out in Table 10.2. For residential uses, this should be 1 space per studio or 1 bedroom 1-person dwelling, 1.5 spaces per 2-person dwelling and 2 spaces for all other dwellings

6.45 **Policy T6** sets out that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking. Car-free development has no general parking but should still provide disabled persons parking

6.46 **Policy T6.1** states that new residential development should not exceed the maximum parking standards set out in Table 10.3. All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces. Disabled persons parking should also be provided for new residential developments delivering ten or more units (with at least 3% dwellings at least 1 designated disabled persons parking bay per dwelling available from the outset, and demonstrate how an additional 7% of dwellings could be provided with one designated disabled persons parking space per dwelling in future).

#### **The Southwark Plan 2022 (February 2022)**

6.47 **Policy SP1** sets out a strategic target for 50% of all new homes as social rented and intermediate. It sets out a strategic target for at least 40,035 homes between 2019 and 2036 (2,355 per annum) in the borough. This policy also seeks to maintain high housing standards, build more family homes, and requires sustainable design so that new homes adapt to climate change and mitigate against climate change by reducing carbon emissions on site.

6.48 **Policy SP2** seeks to revitalise places and neighbourhoods to create new opportunities for residents and local businesses, to promote wellbeing and reduce inequalities so that people have better lives in stronger communities.

6.49 **Policy SP3** seeks to give all young people a great start in life in a safe, stable, and healthy environment where they have the opportunity to develop, make choices and feel in control of their lives and future. Part 8 of this policy states that this can be achieved through encouraging developments where there can be more interaction between people of different ages, particularly elderly and young people.

6.50 **Policy SP5** states that the council will maintain and improve health and wellbeing of residents, encouraging healthy lives by tackling the causes of ill health and inequalities.

6.51 **Policy SP6** seeks to provide spaces for people to connect with nature, make people feel safe, create cleaner streets, increase recycling, reduce landfill waste, and reduce carbon and greenhouse gas emission and sets out a list of criteria to achieve this.

6.52 **Policy AV.01** sets out the area vision for Aylesbury. This policy notes that it would now be appropriate would now be appropriate to consider an increased number of homes within the land covered by the Area Action Core replacing all the existing social rented homes in and in reasonable proximity to within the footprint of the original estate. It sets that development in the Aylesbury Area should:

- Generate new neighbourhoods with a range of housing tenures and sizes that will attract existing residents to stay and new people to move in, including Southwark residents who want to stay and benefit from the great connections, facilities and communities;

- Stitch back into the surrounding context and enhance the ability for pedestrians and cyclists to get around a network of attractive tree-lined streets and public open spaces, arranged around a loose grid of well designed urban blocks;
- Deliver the three green fingers which will run from Burgess Park into the Action Area Core connecting with Surrey Square Park, the Missenden Play area and Faraday Gardens and providing important public space;
- Establish a local hub in the vicinity of East Street and Thurlow Street with a range of community facilities including a new Health Centre, Library, pharmacy, café, employment opportunities and a public square;
- Deliver homes and a wider urban environment suitable for residents at all stages in their lives, encouraging people to live and work locally. This will include excellent cycling provision, safe secure streets with good building frontages and a choice of homes with a priority for high quality social rented housing, including a range of different sized homes, generous space standards and provision of specialist housing;
- Contribute by encouraging all those who take decisions that affect our community to aspire to and maintain the highest standards;
- Deliver an exemplary neighbourhood in which we and our children will want to live and of which we can be rightly proud;
- Reinforce its image as a place for families to live and deliver an excellent range of quality public and private open spaces, and will provide new local opportunities for shopping and employment in Thurlow Street and East Street, as well as supporting existing town centres.

6.53 **Policy P1** sets out that within Proposal site AAAP1 (Phase 1) there is a requirement for 41% market housing and 59% affordable housing by habitable room (75% social rented and 25% intermediate).

6.54 **Policy P2** requires major residential developments to provide the following in the Aylesbury Action Area Core:

- A minimum of 70% 2+ bed homes
- A minimum of 20% family homes with 3+ beds
- A minimum of 7% 4 bed homes
- A minimum of 3% 5 bed homes
- A maximum of 3% studios (which can only be used for private housing)
- Two-bedroom homes as a mix of 2b3p and 2b4p homes
- Family homes in apartment blocks should have direct access to outdoor amenity space and allow oversight of children outside.

6.55 **Policy P8** development to provide a mix of dwelling sizes and tenures and sets out the minimum space standards. It also sets out that new building major residential development must meet Building Regulations M4(3) standard (Wheelchair User Dwellings) in at least 10% of homes (as measured by habitable rooms), and the remaining dwellings must meet Building Regulations M4(2) (accessible and adaptable dwellings). Where those homes are affordable wheelchair user homes, 10% of social



rented homes must be wheelchair accessible and meet Building Regulation M4(3)(2)(b) standard (Wheelchair accessible dwellings).

- 6.56 **Policy P13** sets out the design requirements for new development.
- 6.57 **Policy P14** sets out the design quality requirements for development.
- 6.58 **Policy P15** states that development must achieve an exemplary standard of residential design and that all new build residential development must take into account consideration of site context, the impact of amenity of adjoining occupiers, and the quality of accommodation. Table 7 sets out the minimum space standards for the Aylesbury Area Action Core.
- 6.59 **Policy P17** states that the areas where tall buildings are expected are shown on the Policies Map in Figure 4, which includes Action Area Cores. Individual sites where taller buildings may be appropriate have been identified in the site allocations. This policy also goes on to set out the requirements and design of tall buildings.
- 6.60 **Policy P18** permits development that optimises the land use, does not unreasonably compromise development potential or legitimate activities on neighbouring sites, and provides adequate servicing facilities, circulation spaces and access to, from and through the site.
- 6.61 **Policy P19** states that development relating to listed buildings structures and their settings will only be permitted if it conserves or enhances their special significance.
- 6.62 **Policy P45** states that development must be easily accessible from the walking and cycling network and provide or support opportunities for healthy activities.
- 6.63 **Policy P49** states that development must demonstrate that the public transport network has sufficient capacity to support the increase in the number of journeys by the users of the development, taking into account the cumulative impact of local existing and permitted development; and improve accessibility to public transport by creating and improving walking and cycling connections to public transport stops or stations; and improve, maintain, and enhance public transport services.
- 6.64 **Policy P50** seeks to minimise the demand for private car journeys, demonstrate that the road network has sufficient capacity to support any increase in the number of journeys by the users of the development, ensure safe and efficient operation of the local road, bus and transport for London Road networks, ensure safe and efficient delivery and servicing, incorporate delivery and servicing within major development sites and not on the public highway, and demonstrate how the construction phase of the development that needs to use the public highway can be safely accomplished and how vehicular movements will be minimised and strictly controlled to reduce to vulnerable users.
- 6.65 **Policy P53** sets out the cycle parking requirements for new developments. All cycle parking should be in accordance with Tables 9 and 10. For sites with a PTAL 6a, 6b and 5, the requirement is 1 space per bedroom plus one space per dwelling, and 1 visitor space per 10 units.
- 6.66 **Policy P54** states that development must adhere to residential car parking standards in Table 11. Development must provide all car parking spaces within the development site and not on the public highway and provide electric vehicle charging points where on-site parking is permitted. In the Aylesbury Action Core, the maximum residential car parking provision is 0.25 maximum spaces per

home for the entire site redevelopment. Some sites may provide up to 0.4 maximum spaces per home where this is demonstrated to be required to enable rehousing of existing residents

- 6.67 **Policy P55** states that development must provide accessible car parking spaces up to a maximum of one car parking space per wheelchair accessible unit. The number of spaces provided may be determined by considering the anticipated demand for the parking space and tenure of the development, and the quality and accessibility of the local public transport network and the access to local amenities.
- 6.68 **Policy P56** states that development should not be permitted when it causes an unacceptable loss of amenity to present or future occupiers or users, taking into account 1. The privacy and outlook of occupiers of both existing and proposed homes 2. Actual or sense of overlooking or enclosure 3. Impacts of smell, noise, vibration, lighting or other nuisances 4. Daylight, sunlight, and impacts from wind and on microclimate 5. Residential layout, context and design.
- 6.69 **Policy P59** states that major developments must provide green infrastructure with arrangements in place for long term stewardship and maintenance funding. Major developments that is referable to the Mayor of London must provide new publicly accessible open space and green links. Green infrastructure should be designed to provide multiple benefits for the health of people and wildlife; and; 2. Integrate with the wider green infrastructure network and townscape / landscape, increasing access for people and habitat connectivity; and 3. Be adaptable to climate change and allow species migration while supporting native and priority species; and 4. Extend and upgrade the walking and cycling networks between spaces to promote a sense of place and ownership for all.

## 7.0 Planning Assessment

7.1 This section provides an assessment of the proposed development against the planning framework identified above under the following thematic topics:

- Principle of Development;
- Design;
- Unit Mix, Tenure Split, and Housing Type
- Quality of Accommodation; and
- Amenity.

### Principle of Development

7.2 The extant permission is for the development of 902 residential units across six subplots, in buildings of up to 20 storeys in height, with a mix of unit sizes and tenures. The principle of providing residential development on the site is therefore already established.

7.3 This S.73 application is proposing to amend the existing planning permission for the FDS site. These proposals include an increase to the quantum of development across subplots 3 and 4 by an additional 60 residential units and to provide 88sqm of Class E commercial floorspace on the ground floor of subplot 4. This would increase the overall provision of residential units on the FDS site to 902.

### Increase in Residential Floorspace

7.4 Section 5 of the NPPF sets out that the Government is committed to increase the overall level of supply and mix of housing in order to meet local needs. Recent changes in planning policy, including the updated NPPF and the London Plan, have added an emphasis onto making the best use of sites and optimising densities.

7.5 Paragraph 118 of the NPPF states that substantial weight should be given to the value of using suitable land within settlements for homes and gives support for the development of under-utilised, particularly where this would help meet identified needs for housing where supply is constrained.

7.6 The London Plan has adopted a similar approach with Policy GG2 and Part B of Policy H1. The latter states that boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites, particularly on sites with existing PTAL ratings of 3-6 and which are located within 800m of a station or boundary. The principle of optimising residential development on the site is well established in both the LP and SP.

7.7 As well as an overall increase in residential floorspace, the proposed amendments will also deliver a number of affordable units, including an additional 9 social rent units and 18 shared ownership units. This represents a significant amount of additional affordable housing given the high proportion already approved on the site. The full details of affordable housing are set out in Section 8 of this Statement.

7.8 Furthermore, the Housing Delivery Test 2021 indicates that the LBS housing delivery target over the previous 3 years was 6,459 homes. The data demonstrates that over the same time period, LBS has only been able to deliver a total of 5,789 homes, which is a delivery rate of approximately 90%. This under-delivery puts LBS within the 'Action Plan' category meaning the authority is required to prepare a plan to analyse the reasons for under-delivery and set actions to improve delivery within the area.

Therefore, a proposed increased in new homes, subject to design and technical assessment, should be supported in principle.

- 7.9 Overall, the site is clearly brownfield land, with a PTAL score of 4/5 and should therefore be considered a prime location for increased density under these policy changes. Draft SP Policy P17 supports this policy, stating that development will be permitted that maximises the efficient use of land.

Proposed Commercial Floorspace

- 7.10 The approved plans under the extant consent is for an entirely residential building on subplot 4. The southeast corner of the subplot, under the tower, was primarily ancillary facilities on the ground floor which included a large lobby and concierge area, access to the stairwell and lift core, a large cycle store and plant and equipment rooms. The approved ground floor is shown in the extract below.

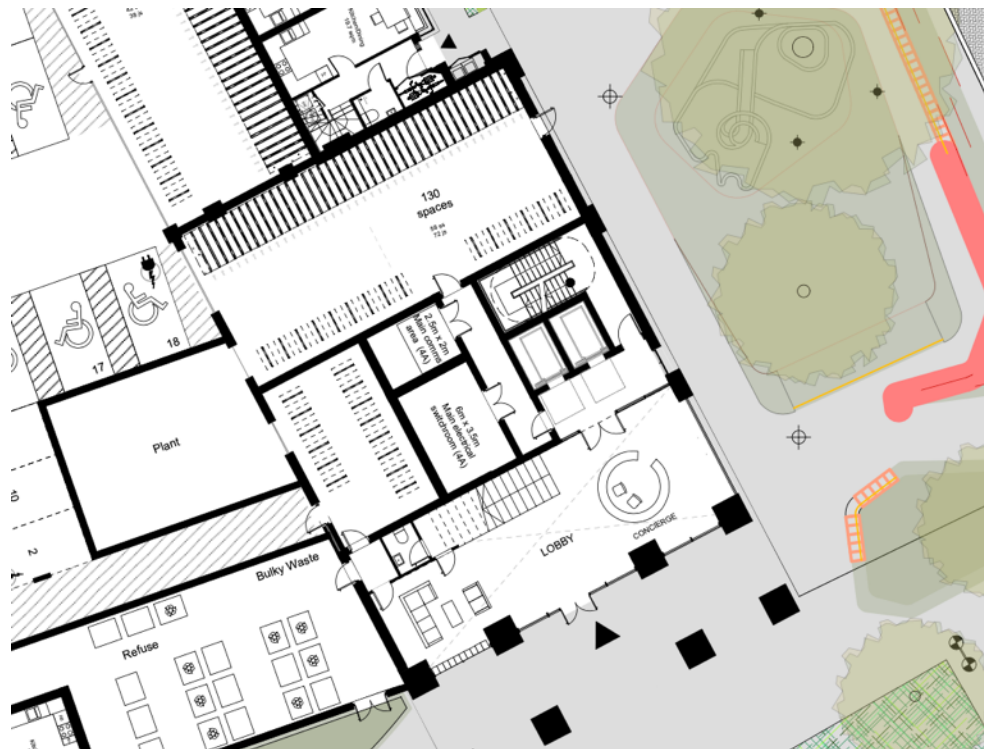


Figure 12: Extract from approved ground floor plan showing the corner of subplot 4

- 7.11 Following the review of the scheme by NHG and the appointed architects, a number of amendments have been made to this part of subplot 4, including an increase in the footprint of the tower and a redesign of the internal tower layout to significantly improve efficiency. The redesign of the ground floor of subplot 4 has provided additional space which is proposed as a small commercial unit fronting onto Albany Road (Use Class E). The commercial floorspace totals 88sqm. NHG intend to initially use this commercial space as a site sales office for the rest of the Aylesbury Estate regeneration.
- 7.12 The commercial unit is shown in blue shading on the plan below.

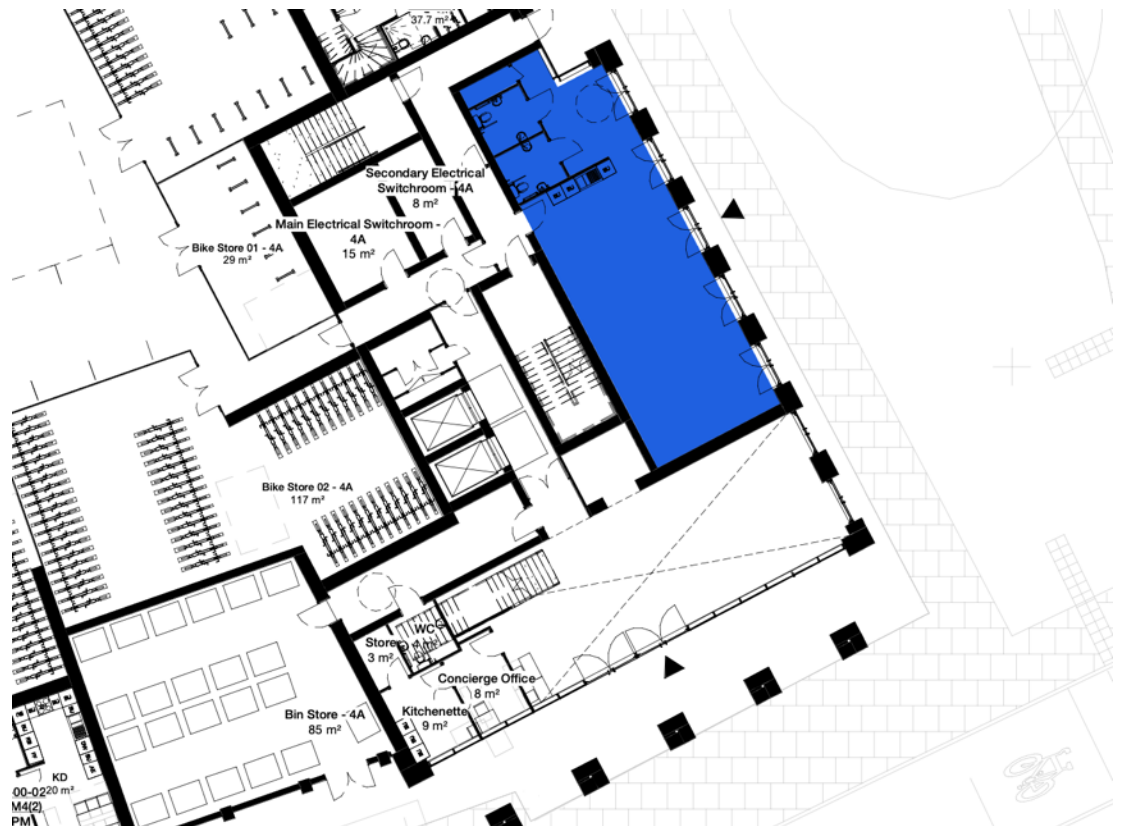


Figure 13: Extract from proposed ground floor plan of subplot 4 showing the proposed commercial unit in blue

- 7.13 Policy P36 (development outside of town centres) of the SP states that development providing main town centre uses outside town and local centres must comply with sequential test. However, it goes on to state that large development proposals over 1,000 sqm will require an impact assessment to demonstrate they would not harm the vitality and viability of centres or planned investment in centres.
- 7.14 The proposed commercial unit on the ground floor of subplot 4 is just 88sqm in size and would be too small to have an impact on any surrounding centres. Furthermore, the unit will be used by NHG as a site office for the duration of the Aylesbury Estate regeneration, which would not be a competing form of development to other commercial units or centres. When no longer required, it will revert to a commercial unit which will serve the newly constructed elements of the Aylesbury Estate.

Summary

- 7.15 The principle of development was already accepted as part of the extant consent and is therefore still considered to be acceptable for this application. The principle of increasing the quantum of residential units in this location has broad support with local, regional and national planning policy, and will assist in the delivery of much needed housing in the borough, as evidenced by the LBS under-delivery in the recent Housing Delivery Test results.



## Design

- 7.16 Planning policy at all levels seeks high quality design of new developments. The NPPF particularly establishes that the Government gives great importance to the design of the built environment and recognises that it is a key aspect of sustainable development and is indivisible from good planning.
- 7.17 The proposed development has been designed by HTA and Hawkins Brown to provide an exceptional, high-quality development. The full architectural details are set out within the Design and Access Statement (DAS).
- 7.18 The proposed development has been carefully designed to remain consistent with the overall design approach to the consented scheme, which will deliver a high-quality public realm with a street-based pattern of spaces and built form

## Height and Density

- 7.19 The London Plan requires a “design-led” approach to determining the height and densities of development and states that “tall buildings” (to be defined by individual local authorities but which shall be no less than 6-storeys) should be developed in locations identified as suitable in development plans.
- 7.20 Former AAAP Policy PL4 (building heights) states that the frontage along Burgess Park should comprise development of approximately 7-10 storeys with the opportunity for a landmark building on the subplot 4 site of 10-15 storeys. Figure 10 indicates that most of the new development should have a general height of between 2 and 4 storeys. Former Policy BH2 of the AAAP stated that higher densities would be encouraged on locations fronting onto Burgess Park. The extant permission for the 20-storey tower on subplot 4 was approved under this policy.
- 7.21 SP Policy P16 states that areas where tall buildings are expected are shown on the map in Figure 4, which includes the Aylesbury Action Area Core. The policy includes a number of criteria that proposed tall buildings must meet.
- 7.22 The proposed development seeks minor increases to the heights of both subplots 3 and 4.
- 7.23 Under the original permission for the FDS, subplot 3 (referred to as Block 3) was approved with a row of part 3 and part 4 storey dwellings with front and rear gardens along Westmoreland Road and East-West Street. A 5-storey block was located to the east of the plot fronting Portland Street. A total of 40 residential units were approved on this plot. Whilst this broadly conformed with the heights of 2-4 storeys set out in Policy PL4, the flatted block fronting onto Portland Street exceeded this height range.
- 7.24 Subplot 4 was approved as a perimeter block of five buildings, comprising four mansion blocks and a tower located on the corner of Albany Road and Portland Street. The buildings were arranged around a podium courtyard garden located above a car park. The buildings heights for subplot 4 ranged from 6 storeys to 20 storeys in the tower, which was the tallest building on the FDS site. The committee report from the original planning application states that the “FDS was always envisaged by the AAAP as being the densest development site within the Area Action Core”. A total of 221 dwellings were approved on subplot 4 through the original permission. The S.73 application proposed an additional 12 units on the FDS site (along with a revised tenure mix) but none of the additional

units were located on subplots 3 or 4. The heights of the mansion blocks around the podium space therefore met the height range of 7 to 10 storeys as set out in Policy PL4 of the AAAP, although the height of the approved 20 storey tower did exceed the suggested 10-15 height range for the landmark building. The AAAP has now been superseded by the SP.

- 7.25 The proposed amendments include an increase in height and massing on both plots. Subplot 3 retains a similar layout to the approved scheme, with a 4-storey row of maisonettes and flats along Westmoreland Street and part-3 and part-4 storey development along East-West Street. The number of storeys of the block of flats fronting onto Portland Street has increased from 5 storeys to 7 storeys, which includes a partial set-back on the top floor. The proposed amendments to the height and massing to subplot 4 includes an additional 3 storeys on the tower increasing from 20 to 23 storeys.
- 7.26 The proposed massing of the site conforms to the general principles of height set out within SP P16. The amendments include minor increases in height of two storeys on subplot 3 and an increase of three storeys to the tower on subplot 4. It is noted that the proposed increases do exceed the height range set out within this policy, however, the permitted scheme was also marginally in excess of this height range.
- 7.27 As per the original AAAP policies, the SP is also supportive of tall buildings in the Aylesbury Area Action Core in locations of landmark significance. The location of the tower on the junction of Albany Road and Portland Street is considered a landmark location due to the significance of the junction and the position fronting onto Burgess Park, in accordance with the vision of the AAAP.
- 7.28 The proposed increase in height and redesign of the tower on the subplot remains an appropriate height and scale in the context of the wider FDS scheme and would positively contribute to the skyline and landscape, in accordance with the criteria set out in SP Policy P16. The proposed amendments are supported by the recent changes in planning policy promoting increased density and efficient use of land in appropriate locations and encourages higher densities in locations fronting onto Burgess Park.
- 7.29 Overall, the proposed development has been designed as an attractive development similar to the existing consent that contribute and enhance its setting in this part of the Aylesbury Estate regeneration.

#### **Unit Mix**

- 7.30 London Plan policy H12 advises that schemes should generally consist of a range of unit sizes, having regard to a number of factors including housing need and demand, the requirement to deliver mixed and inclusive neighbourhoods, the mix of uses in the scheme, the range of tenures in the scheme, the nature and location of the site (i.e. a higher proportion of one and two bed units are generally more appropriate in locations close to a town centre or station or with higher public transport accessibility) and the aim to optimise housing potential.
- 7.31 The proposed amendments would increase the number of residential units from 261 to 321 on subplots 3 and 4, which would represent an uplift of 60 residential units. For the wider FDS, this would result in an increase of residential units from 842 to 902 (a 7% increase).
- 7.32 Policy P2 of the SP requires the following unit mix within the Aylesbury Estate area:
- A minimum of 70% 2+ bed homes

- A minimum of 20% family homes with 3+ beds
- A minimum of 7% 4 bed homes
- A minimum of 3% 5 bed homes
- A maximum of 3% studios (which can only be used for private housing)
- Two-bedroom homes as a mix of 2b3p and 2b4p homes
- Family homes in apartment blocks should have direct access to outdoor amenity space and allow oversight of children outside.

7.33 The proposed development will provide an overall mix of 371 no 1-beds (41.13%), 362 no 2-beds (40.13%), 124 no 3-beds (13.74%), 32 no 4-beds (3.55%) and 13 no 5-beds (1.44%). The unit mix breakdown, particularly with regards to the affordable units, has been agreed with the LBS Regeneration team to ensure that it meets the requirements of boroughs housing need.

7.34 Table 2 provides a detailed breakdown of the unit mix numbers and a comparison between the extant permission and the proposed development.

Units	Approved Total	%	Proposed Total	%
<b>1b2p</b>	376	44.66%	371	41.13%
<b>2b3p</b>	94	11.16%	207	22.95%
<b>2b3p+</b>	57	6.77%	69	7.65%
<b>2b4p</b>	120	14.25%	69	7.65%
<b>3b4p</b>	14	1.66%	14	1.55%
<b>3b5p</b>	40	4.75%	39	4.32%
<b>2b4p M</b>	29	3.44%	17	1.88%
<b>3b5p M</b>	56	6.65%	71	7.87%
<b>4B6P</b>	36	4.28%	32	3.55%
<b>5B7P</b>	20	2.38%	13	1.44%
<b>Total</b>	<b>842</b>	<b>-</b>	<b>902</b>	<b>-</b>

*Table 2: Comparison of approved and proposed units mix*

7.35 With regards to policy compliance, the table indicates that the proposed development will include a provision of 58.87% 2+ bed homes across the site. Whilst this is still below the 70% requirement set by Policy P2 of the NSP, it is still a reasonable improvement over the existing position which was providing 55.34%. The unit mix schedule also demonstrates an overall reduction in 1 bed units.

7.36 Part of the rationale behind the proposed changes was to increase the viability of the proposed scheme and this included the reduction in numbers of large private houses and maisonettes which have proved highly unviable on other developments. The proposed unit mix has been developed in close consultation with the LBS regeneration team who have confirmed that the proposed unit mix meets the boroughs housing need requirements.

Units	Social Rent	
	Approved	Proposed
1b2p	161	161
2b3p	43	29
2b3p+	4	18
2b4p	27	25
3b4p	13	13
3b5p	33	35
2b4p M	6	5
3b5p M	23	37
4B6P	20	21
5B7P	18	13
<b>Total</b>	<b>348</b>	<b>357</b>

Table 3: Comparison of approved and proposed social rent unit mix

- 7.37 Furthermore, Table 3 below demonstrates the comparison between the approved social rent unit mix and the approved social rent unit mix. It clearer indicates that the provision of larger social rent units has generally improved, with an increase of 2 x 3B5P units, 14 x 3B5P M units and 1 x 4B6P units, albeit with a small decline in the number of 5B7P units.
- 7.38 This indicates that the small decreases in total numbers of larger units shown in Table 3 are primarily larger market units for which there has been limited demand, as set out in para 7.35.
- 7.39 Overall, the proposed unit mix for the development retains a strong mix of units across all sizes. The social rent unit mix includes a number of additional larger units which has been supported by LBS throughout the pre-application process.

### Quality of Accommodation

- 7.40 The NPPF sets out that decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity of future and existing users.
- 7.41 London Plan policy D2 sets out that new homes should have adequately sized rooms and convenient and efficient room layouts which are functional and fit for purpose, to meet the changing needs of Londoners over their lifetime. The London Plan and SP incorporate the National Described Space Standards (NDSS).
- 7.42 The proposed development has been designed to be of a high quality and the layout has been well designed to ensure and attractive residential environment for new residents.
- 7.43 Policy P15 (Residential design) of the SP sets out internal space standards for Aylesbury Action Area Core which are set out in Table 7. The standards in Table 7 are almost identical to the space

standards originally set out in the AAAP which has since been superseded. These standards are generally larger than the NDSS standards set out in the LP.

- 7.44 The FDS scheme was originally designed to the AAAP standards and all the approved units currently comply with these space standards. Furthermore, all the proposed additional units on the scheme have been designed to confirm with the space standards set out in table 7 of the SP.

Privacy, Overlooking, and Outlook

- 7.45 The scale and layout of the approved development was designed to ensure that there is no unacceptable impact on neighbouring occupiers and their existing living conditions. The development was designed with sufficient separation distance from neighbouring dwellings, across the courtyard on subplot 4 and private gardens on subplot 3, to ensure there was a limited impact on privacy and overlooking for future residents.
- 7.46 The proposed amendments to the scheme are generally minor increases to height and density and internal layout changes to improve efficiencies. The footprint of the proposed development has remained broadly the same and the impacts on privacy and from overlooking remain limited as per the approved application.

**Amenity Space**

Private and Communal Amenity Space

- 7.47 Policy D6 (Housing quality and standards) of the London Plan states that a minimum of 5 sqm of private outdoor space should be provided for 1-2 bedroom dwellings and an extra 1 sqm should be provided for each additional occupant.
- 7.48 All proposed units of subplots 3 and 4 will be fully compliant with the amenity space standards set out in the London Plan, through the inclusion of gardens, private terraces, and balconies. The Schedule of Accommodation (HTA v24) includes a unit-by-unit breakdown of the two subplots confirming compliance.
- 7.49 Furthermore, Policy P15 (Residential Design) of the SP provides minimum amenity space standards for new residential development in the borough. The policy sets a communal amenity space requirement of 50sqm per residential block.
- 7.50 The SP policy states that flatted developments must provide 10sqm of private amenity space for units containing three or more bedrooms. For units containing two or less bedrooms, 10 sqm of private amenity space should be provided but where this is not possible, as much space as possible should be provided as private amenity space and the shortfall is added to the communal space amenity requirement. The policy also states that new houses should provide a minimum of 50 sqm of private garden space.
- 7.51 Pages 58-59 of the DAS provide a summary of the amenity space calculations for the scheme.
- 7.52 The calculations for subplot 3 show a total requirement of 120sqm of communal space, calculated from two residential blocks (2 x 50 sqm) and a private amenity space shortfall of 20sqm. Subplot 3 provides an overall communal amenity space area of 175.7sqm which therefore significantly exceeds the LBS policy requirement.



7.53 The calculations for subplot 4 show a total requirement of 1,164 sqm of communal amenity space, which is calculated four residential blocks (4 x 50 sqm) and a private amenity space shortfall of 964 sqm. Subplot 4 provides an overall communal amenity space provision of 1,852sqm which significantly exceeds the LBS policy requirement.

#### Play Space

7.54 London Plan policy S4 (Play and informal recreation) states that development proposals for schemes that are likely to be used by children and young people should increase opportunities for play and informal recreation and enable young people to be independently mobile. For residential developments, at least 10 sqm metres of playspace should be provided per child. The GLAs Child Yield Calculator should be used to calculate child yield of various ages ranges to ensure a mix of play space is provided. SP policy P15 confirms that play space should be provided in accordance with LP policy S4.

7.55 The FDS is a permitted scheme currently under construction. The provision of child play space within the extant scheme is 3,691 sqm, which was meeting the requirement for under 5 and 5-11 play space. A further 1,180 sqm of play space for 12+ years had been committed to off-site.

7.56 The current application is proposing an additional 60 units on the site across a range of tenures. The Child Yield Calculator indicates that the additional child yield from the proposed additional units will equate to:

- Under 5's = 104 sqm
- Ages 5-11 = 65 sqm
- Ages 12+ = 17 sqm

7.57 The proposed development includes an additional on-site provision of Under 5's play space of 47 sqm on subplot 3 and 57 sqm on subplot 4, over and above the existing approved provision. This complies with the additional 104 sqm requirement as set out by the child yield calculation.

7.58 An additional 71 sqm of Ages 5-11 play space will be provided in Portland Park adjacent to subplot 4, over and above the approved provision. This complies with the requirement of 65 sqm presented by the child yield calculation. The applicant also commits to providing an additional 23 sqm of 12+ play space offsite to ensure compliance with the policy.

7.59 The total proposed on-site play space (for ages 0-11) is proposed as 4,165 sqm with 1,197sqm committed to off-site.

7.60 The Play Space Strategy (pages 145-147 of the DAS) provide an example of the types of play space that could be provided. It is assumed that a suitable planning condition will be used to capture the details of these spaces.

#### Green Infrastructure

7.61 London Plan policy G5 (Urban greening) states that major developments should contribute to the greening of London. It states that an Urban Greening Factor (UGF) should be applied to identify the appropriate amount of greening required in new developments. The LP recommends that boroughs

set targets for the UGF but where these do not exist, an interim target score of 0.4 is recommended for developments which are predominantly residential.

7.62 The Urban Greening Factor calculation for subplots 3 and 4 is 0.43 which exceeds the recommended target set out in the London Plan.

## 8.0 Affordable Housing Statement

### Policy Background

- 8.1 LP policy H4 (Delivering affordable housing) sets a strategic target of 50% of all new homes delivered across London to be genuinely affordable. LP policy H5 (Threshold approach) sets the threshold and criteria for the level of affordable housing required for schemes to be able to follow the Fast Track Route of the policy. Schemes that do not meet these criteria must follow the Viability Tested Route.
- 8.2 The supporting text states that the Viability tested Route will assess the maximum level of affordable housing that a scheme can deliver. Paragraph 4.5.3 states that the percentage of affordable housing should be measured by habitable rooms to ensure that a range of affordable homes can be delivered, including family sized homes.
- 8.3 Policy H6 (affordable housing tenure) states that the split of affordable products should include a minimum of 30% low-cost rented homes and a minimum of 30% intermediate products. The remaining 40% should be specified by the borough as per identified need.
- 8.4 Policy H8 (loss of existing housing and estate redevelopment) states that the loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace. Part E of the policy states that all development proposals that include the demolition and replacement of affordable housing are required to follow the Viability tested Route and should seek to provide an uplift in affordable housing in addition to the replacement affordable housing floorspace.
- 8.5 SP policy P1 (social rented and intermediate housing) sets out the affordable housing policies for the Borough. The policy states that viability appraisals and reviews are required for all developments except in exceptional circumstances.
- 8.6 Table 2 of SP policy P1 sets out the affordable housing requirements for the Aylesbury Estate Action Area which is shown below. The table indicates that the Phase 1, which includes the FDS, must provide an affordable housing provision of 59%, which should be split between 75% social rented and 25% intermediate.

Table 2: Aylesbury social rented and intermediate housing requirement

	Market housing	Social rented and intermediate housing requirement (75% social rented, 25% intermediate housing)
Area Action Core	50%	50%
Proposal Site AAAP1 (Phase 1)	41%	59%
Proposal Sites AAAP2 and AAAP3 (Phases 2 and 3)	50%	50%
Proposal Site AAAP4 (Phase 4)	58%	42%

Figure 14: Extract from the Southwark Plan showing affordable requirements for the Aylesbury Estate

8.7 It is worth noting that this tenure split does not accord with the LP requirements in LP policy H6 which states that a minimum of 30% low-cost rent and 30% intermediate should be provided as the affordable tenure split.

8.8 Paragraph 12 on Page 109 states that the housing requirements will be calculated by habitable rooms. Page 112 states that for the purposes of calculating social rented and intermediate housing provision, habitable rooms exceeding 28sqm will be counted as more than 1 habitable rooms.

**Extant permission**

8.9 The extant FDS permission (ref: 17/AP/3885) currently delivers a total 842 residential units, including 348 social rent units, 211 shared ownership units and 283 private units. This is the approved position and is set out in the table below.

Tenure	Unit No	% Split	AH Tenure Split	Hab Rooms	% Split	AH Tenure Split
Social Rent	348	41%	62%	1190	43%	67%
Shared Ownership	211	25%	38%	590	21%	33%
Private	283	34%	-	984	36%	-
<b>Total</b>	<b>842</b>	<b>100%</b>		<b>2764</b>	<b>100%</b>	

*Table 4: Approved Tenure Split of the FDS*

8.10 Overall, this equates to a provision of approximately 66% affordable and 34% private measured by units. The tenure split of the affordable units is 62% social rent and 38% shared ownership by units.

8.11 As set out in policy H5 of the LP and policy P1 of the NSP, affordable housing provision should be calculated by habitable rooms. Table 4 demonstrates that the extant permission is for 1190 social rent habitable rooms, 590 shared ownership habitable rooms and 984 private habitable rooms. This equates to a slightly lower affordable provision of 64% and 36% private habitable rooms. However, the affordable tenure split is slightly better with 67% of habitable rooms as social rent and 33% as shared ownership.

8.12 In terms of overall provision, this significantly exceeds the SP policy P1 requirement for an affordable provision of 59% on Phase 1 (which includes FDS). However, the tenure split requiring 75% provision of social rented accommodation is marginally below at 67%. The existing position is also fully compliant with LP policy H4 requiring 50% affordable housing and the tenure split set out in policy H6.

8.13 Notwithstanding this slight policy transgression with regards to affordable tenure split, the overall provision of affordable housing is significantly higher than the policy requirement on the FDS. This is an extant and implemented consent approved by both Southwark and the GLA and is the baseline position.

**Proposed**

8.14 The proposed amendments seek to deliver an increase in units on subplots 3 and 4 of the FDS. The proposals are for 60 additional units, which will comprise 9 social rent units, 18 shared ownership units and 33 private units. When measured by total units, the proposed affordable split decreases

slightly to a 35% market and 65% affordable provision. The affordable tenure split also reduces slightly to 61% social and 39% shared ownership.

Tenure	Unit No	% Split	AH Tenure Split	Hab Rooms	% Split	AH Tenure Split
Social Rent	357	40%	61%	1243	43%	66%
Shared Ownership	229	25%	39%	653	23%	34%
Private	316	35%	-	990	34%	-
<b>Total</b>	<b>902</b>	<b>100%</b>		<b>2886</b>	<b>100%</b>	

*Table 5: Proposed affordable provision and tenure split across the FDS*

- 8.15 As noted above, planning policy states that affordable housing should always be measured by habitable rooms. The proposed affordable tenure split by habitable rooms is an improvement over the approved position, with a 34% market and 66% affordable split. This is 2% higher than the approved affordable provision of 64% by habitable rooms.
- 8.16 The affordable tenure split by habitable rooms is marginally lower at 66% social rent and 34% shared ownership. Regardless, the proposals include an overall increase of 53 social rent habitable rooms and 63 shared ownership habitable rooms across the site.
- 8.17 In terms of policy compliance, the 66% provision of affordable housing still significantly exceeds the SP policy P1 requirement for an affordable provision of 59% on Phase 1 (which includes FDS). The proposed tenure split providing 66% social rented habitable rooms has decreased marginally and remains below the 75% requirement set out in the same policy. It is worth noting that the committee report for the S.73 FDS permission (17/AP/3885) stated that the change in tenure split from 77:23% (social/intermediate) from the approved permission (14/AP/3843) to 67:33% was considered acceptable due to the increase in the total number of social rented units and social rented habitable rooms as a result of the changes, despite the deviance from the AAAP policy position. As per the previous change, the marginal drop in tenure split numbers is compensated by the overall uplift in social rent and shared ownership dwellings and habitable rooms, which is a significant and positive benefit of the scheme.

### **Viability Summary**

- 8.18 As required by Policy H5 of the LP and Policy H1 of the NSP, a Financial Viability Assessment (FVA) has been prepared by Quod in support of the proposed development and is submitted as part of this planning application.
- 8.19 The report states that two financial appraisals have been prepared on the basis of inputs and assumptions set out in Section 4 of the report. The outcome of the appraisals provides a residual land value where target profit allowances are included in the scheme costs.



	Consented Scheme	Proposed Scheme	Difference
Total Revenue	£123,190,512	£149,394,969	+£26,204,457
Total Costs	£106,688,841	£140,388,547	+£33,699,706
Residual Land Value	£16,305,671	£9,006,422	-£7,495,249

*Table 6: Extract from the FVA prepared by Quod demonstrating the appraisal outcomes*

- 8.20 Table 6 provides a summary of the total revenue and total costs of the consented and proposed scheme. It evidences that the residual land value for the proposed scheme is approximately £7.5m lower than the consented scheme. This provides clear evidence that the proposals secure the maximum reasonable amount of affordable housing.
- 8.21 The FVA goes on to provide calculations showing that a 10% growth in values or a 10% reduction in costs would be needed to exceed the consented scheme residual land value.
- 8.22 The FVA concludes that, against this background, there is no material improvement in economic circumstances to the scheme enabling an increase in affordable housing over and above that already being put forward as part of the proposed scheme.

#### **Affordable Housing Summary**

- 8.23 Overall, the proposed amendment to the FDS permission will achieve the following:
- An overall uplift of 9 social rent units and 53 social rent habitable rooms across the site.
  - An overall uplift of 18 shared ownership units and 63 shared ownership habitable rooms across the site.
  - The proposed amendment improves the market and affordable split across the FDS to 34% and 66% respectively when calculated by habitable room. This is compliant with AAAP BH3 which states that the proposed tenure mix for this phase should be 41% and 59% respectively.
  - The affordable tenure split across the FDS will be 66% social rent and 34% shared ownership when measured by habitable room, which is a marginal decline proportionally from the approved position. This complies with London Plan Policy H6 which states that the required tenure split for affordable housing should be 30% for both social and intermediate, with the remaining to be determined by the LPA. However, as with the approved position, the proposals are marginally below the 75% to 25% tenure split required by the SP Policy P1.
  - The committee report for the S.73 FDS permission (17/AP/3885) stated that the tenure split from 77:23% (social/intermediate) to 67:33% was considered acceptable due to the increase in the total number of social rented units and social rented habitable rooms as a result of the changes, despite the deviance from the AAAP policy position. The committee report noted that the proposed level of affordable housing on the FDS would greatly exceed the AAAP target of 50% and there would be an opportunity to realign the tenure split on future phases of the estate regeneration.

- An FVA has been prepared by Quod in accordance with policy which clearly demonstrates that the proposed scheme is providing the maximum reasonable level of affordable housing.
- The proposals include both a direct and proportional increase of both social rent and shared ownership affordable housing on the FDS which should be considered a significant positive benefit of the proposed scheme.

## 9.0 Technical Summary

### Transport

- 9.1 Paragraph 108 of the NPPF states that when assessing sites, it should be ensured that: 1) appropriate opportunities to promote sustainable transport modes are taken up, 2) safe and suitable access can be achieved, and 3) any significant impacts from the development on the transport network can be cost effectively mitigated to an acceptable degree.

### Residential Parking

- 9.2 The consented scheme allowed for a maximum residential parking provision of 287 spaces and equated to 1 space per 0.35 units. The residential parking is proposed to be reduced to 271 parking spaces for the 902 residential units (1 space per 0.3 units). Electric vehicle charging points will also be provided in accordance with the London Plan.

### Cycle Parking

- 9.3 The proposed development will result in a net increase of 60 residential units above the consented 842 residential units. The remainder of the development remains as per the planning approval.
- 9.4 FDS C will be served by a total of 602 long stay parking spaces for residents. These spaces will be provided in covered and secure locations which are only accessible to residents. The proposed development will also provide 56 short stay spaces on-street for visitors.

### Access

- 9.5 Vehicle access to the development will remain as per the consented scheme. This includes a new priority junction between Albany Road and Hopwood Road; Extension of Westmoreland Road to Portland Street to form a new priority junction; Priority junction to Bradenham Close; and two new priority junctions onto Albany Road.
- 9.6 Access for emergency vehicles will also be the same as the road layout and vehicular access arrangements of the consented scheme.

### Delivery and Servicing

- 9.7 A detailed Delivery and Servicing Plan has been prepared in support of the planning application and is also contained at Appendix 2.7 of the ES. It states that the servicing and delivery arrangements will be consistent with the extant permission, with bin stores provided at ground floor for the flats and spaced refuse stores for the houses.

### Energy

- 9.8 Policy SI2 (Minimising greenhouse gas emissions) of the London Plan states that major new development should be net-zero, which means reducing greenhouse emissions in operation and minimising annual and peak energy demand in accordance with the Be Lean, Be Clean, Be Green, and Be Seen energy hierarchy. It states that major development applications should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the

energy hierarchy. It goes on to state that a minimum on-site reduction of 35% beyond the Building Regulations is required for major development. Residential development should achieve 10 per cent and non-residential development should achieve 15% through energy efficiency measures.

- 9.9 Policy SI3 (Energy infrastructure) of the London Plan states that boroughs and developers should engage at an early stage with the relevant energy bodies to establish future energy and infrastructure requirements arising from large-scale development proposals such as Opportunity Areas, Town Centres, other growth areas or clusters.
- 9.10 An Energy Statement has been prepared in support of this planning application by WSP. The Energy Statement presents the approach for subplots 3 and 4 of the FDS. The proposal seeks to maximise energy efficiency and on-site renewable energy. The approved energy strategy for the FDS is centred around an energy centre which will be provided on Block S05, which is part of Package B. At present, the energy strategy provides a temporary energy centre on Package A which will eventually combine with the main energy centre on Package B to provide energy to the entire FDS. Following feedback from energy consultants and the Greater London Authority (GLA) regarding the energy strategy for Package C, NHG is proposing to revise the existing energy strategy so that it could accommodate an alternative Air Source Heat Pump system for Package C of the development (subplots 3 and 4), which is considered a more sustainable alternative.
- 9.11 The Energy Statement sets out the following summary points in relation to the energy hierarchy:
- Be Lean: A range of measures have been included with the aim of reducing energy consumption such as LED lighting, lighting controls, ensuring new plant equipment has high efficiencies or energy ratings, and mechanical ventilation and heat recovery.
  - Be Clean: The Energy Statement notes that there are no existing heat networks within close proximity of the development.
  - Be Green: The Energy Statement states that Solar PV has been included as part of the design with 180sqm of space allowing for a 20kWp system to be installed. Air Source Heat Pumps (ASHPs) are also proposed for subplots 3 and 4, which will result in a reduction in air pollution and lower NOx emissions. The proposed ASHPs will also align with the changes to the Building Regulations Part L (England) through lower CO2 emissions.
  - Be Seen: The Energy Statement confirms that the proposed amendments are committed to recording, monitoring and reporting energy consumption to understand the performance gap in greater detail.
- 9.12 Overall, the updated energy strategy achieves a total 61% carbon reduction against the baseline using SAP10 factors through the improvements set out in the Energy Statement including energy efficiency performance, ASHPs and PVs.

### **Sustainability**

- 9.13 A Sustainability Strategy has been submitted to support the Proposed Amendments, and accompanies the planning application documentation. Opportunities for incorporating sustainable measures into the Proposed Amendments were explored during the design process to ensure that, where possible, the proposed development achieves the latest standards in sustainable design. Therefore, consideration of the principles for a sustainable development has formed an integral part

of the design evolution and the resulting scheme is a reflection of this. The sustainability performance of the proposed development is reported and structure around the relevant requirements pertaining to sustainability, i.e. being able to prove that the scheme will achieve and exceed the national, regional and local sustainability targets.

#### **Fire**

- 9.14 As set out in the Fire Strategy, provided that the design complies with the fire safety strategy and provisions mentioned in this statement, the fire safety of the proposed development and the fire safety information should satisfy the requirements of London Plan Policy D12A and the functional requirements of the Building Regulations.

#### **Wind**

- 9.15 The ESA includes a chapter presenting an assessment of the likely significant environmental effects of the proposed amendments on the local wind microclimate, within and surrounding the site.
- 9.16 The ESA states that the proposed scheme has been assessed for the windiest and summer seasons respectively for ground floor level and for elevated levels during the summer season. With the cumulative surrounding buildings introduced to the south and north of the site, wind conditions would remain larger similar to configuration 2 as the cumulative surrounds are relatively far and would not have a substantial influence on the wind microclimate of the site. The ESA concludes that no instances of strong winds with the potential for being a safety concern would occur in this configuration.

#### **Daylight and Sunlight**

- 9.17 The daylight, sunlight and overshadowing assessments are set out within the ESA chapter 6. It states that the assessments have been undertaken following the methodology described in the original 2014 ES chapter and in line with BRE guidance. The analysis has been conducted for all the sensitive receptors within or near to the site, including all existing properties considered in close enough proximity to the site.
- 9.18 The results of the daylight assessment indicate that of the 244 windows assessed, all of them (100%) would either meet the BRE targets or the reduction would be less than 20% of their former value. It can be concluded that the sensitive receptors would not experience a noticeable change in daylight availability. The level of effect is considered negligible.
- 9.19 The results of the sunlight assessment indicate that of the 57 rooms assessed, all of them (100%) would meet the criteria for both annual and winter APSH. These rooms would not experience a noticeable change to sunlight. The level of effect on these rooms is considered negligible.
- 9.20 For overshadowing, the proposed development would cause a negligible effect on all areas assessed.

#### **TVIA**

- 9.21 The NPPF sets out that heritage assets should be conserved in a manner appropriate to their significance. The Council will not permit the loss of or substantial harm to a designated heritage asset unless the public benefits of the proposed development convincingly outweigh that harm.

- 9.22 The BHTVIA Addendum forms an addendum to the 2014 ES TBHVIA. The BHTVIA Addendum provides an assessment of likely impacts of the proposals on heritage, townscape and visual receptors. The assessment considers whether proposed amendment gives rise to any materially different findings identified in the 2014 ES.
- 9.23 The BHTVIA concludes that the proposed amendments would not give rise to any materially greater effects than the extant consent. It states that the proposals have increased in height relative to the extant consent and therefore a marginal increase in visibility will be possible from some locations, although no new sensitive areas or which would raise a materially greater effect.

### **Ecology**

- 9.24 The 2014 ES included a chapter on ecology. Since the previous application was approved, the permission has been implemented and all existing buildings on the site have been entirely demolished. The approved scheme is currently under construction on the site with substantial works ongoing.
- 9.25 An Ecological Technical Note prepared by Thomson has been submitted with this application. The note states that there have been no changes to the surrounding area or nearby protected sites that mean the proposed development would affect local biodiversity.
- 9.26 The ESA also states that the recommendations set out with the 2014 ES relating to avoidance and mitigation have been adhered to throughout the demolition and construction to date.
- 9.27 A Biodiversity Net Gain Assessment has also been prepared by Thomson. The report states that reasonable endeavours will be used to achieve the 10% biodiversity net gain as set out in the relevant planning policy.

### **Noise**

- 9.28 A Noise Technical Note has been prepared by WSP and is included in the ESA at Appendix X. The note acknowledges that there have been changes to the national, regional and local planning policy and guidance since the previous application was approved. However, it also concludes that these changes would not materially affect the approach to the assessment or change the mitigation and conclusions of the previous 2014 ES.
- 9.29 It is noted that the baseline noise conditions assessed in June 2014 included a site suitability assessment based on the results of a 3D noise model which accounted for future traffic patterns, including traffic associated with committed developments. As such, it is considered that the baseline noise environment as previously assessed captures the current site conditions. It is further noted that the total number of additional vehicle trips as generated by the proposed development would not result in a significant change to the results of the 2014 ES.
- 9.30 It is anticipated that appropriate planning conditions would be applied by LBS to any new permission for any external fixed plant items associated with the development as well as details of sound insulation for the external façade. Consequently, it is considered that the conclusions drawn in the 2014 ES remain valid.



**Air Quality**

- 9.31 The London Plan (2021) Policy SI 1 requires all new developments to be at least air quality neutral, and that major new development subject to an EIA should have an Air Quality Positive Statement.
- 9.32 The ESA includes an Air Quality Technical Note at Appendix A (of the ES) which includes an Air Quality Neutral assessment demonstrating that the FDS as a whole, including the proposed amendments will achieve Air Quality Neutral. Given the project site is an implemented extant permission, the ESA states that an Air Quality Positive Statement is not required for this development.

**Flood Risk and Drainage**

- 9.33 During the detailed design of the subplots 03 and 04 drainage strategy, the surface water and foul water drainage systems will be required to be adapted to accommodate the increases to the proposed foul and surface water flows generated. This will result in an increased storage volume requirement for the storage tank located under subplot 04.
- 9.34 This storage will need to be increased sufficiently to account for the increased surface water runoff from the changes to impermeable area, along with a reduction in the surface water discharge rate to account for the increases to the peak foul flow discharge from the site also. With the changes to the on-site storage design, the proposed surface and foul water discharge from subplots 03 and 04 to the TWUL combined sewer will continue to be limited to that agreed with TWUL during planning.

## 10.0 CIL & Planning Obligations

10.1 The proposed development will be subject to the following Community Infrastructure Levy (“CIL”) charges:

- Mayoral CIL2 (2021 calendar year indexed linked): £60.55 per square metre on all liable net additional floorspace; and
- Southwark CIL (2021 calendar year indexed linked): £249.46 per square metre on all liable residential floorspace.

10.2 It is anticipated that the planning obligations for the scheme will include the following Heads of Terms:

- Provision of social rent and shared ownership affordable housing tenures;
- Provision of wheelchair housing units;
- A financial contribution of xxx towards carbon off-setting to achieve net zero;
- Car club;
- A construction skills employment plan;
- A Travel Plan;
- A financial contribution towards play space;
- Associated administration charge.

## 11.0 Summary and Conclusions

- 11.1 This Planning Statement has been prepared by hgh Consulting and submitted on behalf of Notting Hill Genesis (NHG) (the Applicant) to the London Borough of Southwark (LBS) in support of a S.73 planning application to vary Condition 2 (approved plans) and 43 (quantum of development) of the extant consent for FDS (ref: 17/AP/3885) granted on the 14<sup>th</sup> of February 2019.
- 11.2 The FDS is an early phase of the ongoing Aylesbury Estate regeneration and is currently under construction on-site. The proposed amendments relate to subplots 03 and 04 of the FDS only. The key amendments sought are as follows:
- A total additional 60 residential homes (from 842 to 902);
  - Provision of an additional 18 shared ownership homes and 9 social rent homes;
  - Proportional increase to both shared ownership and social rent provision when measured by habitable rooms;
  - Increase in the number of storeys (subplot 03 by 1 storey and subplot 04 but 3 storeys).
  - Reduction in both the number and proportion of single bedroom units and the delivery of a greater number of larger family-sized units;
  - Increase in the provision of cycle parking to meet the requirements of the new London Plan standards for plots 03 and 04;
  - Amendments to the energy strategy; and
  - Minor alterations to the landscaping.
- 11.3 Overall, the proposed amendments will deliver a number of planning and regeneration benefits including a significant increase in the housing stock, including a substantial proportion of affordable units, as well as contributing towards local infrastructure through additional S.106 and CiL contributions.

### Summary

- 11.4 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that determination of planning applications must be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 11.5 The principle of development has already been established through the extant and implemented permission. In accordance with recent amendments to planning policy, the proposed scheme amendments would optimise a previously developed site to deliver additional new high-quality homes, including much needed genuinely affordable homes, and through an exemplary and highly sustainable design, which will significantly contribute to the ongoing Aylesbury Estate regeneration.
- 11.6 Significant and robust technical analysis of the proposed scheme amendments has been undertaken by a range of independent consultants and includes an update to the 2014 ES through the ESA. The ESA and other technical assessments and reports conclude that there are no unacceptable impacts arising from the proposed scheme amendments that would prevent planning permission from being granted. In particular, the Energy Statement confirms the excellent sustainability credentials of

the scheme, demonstrating the proposed amendments will contribute tot the climate change objectives of LBS and the GLA by significantly exceeding the requirements of the Policies S12 and S13 of the London Plan.

- 11.7 Taking the benefits of the proposed amendments into account, this Planning Statement has demonstrated that the proposed development accords with the Development Plan as well as the objectives of sustainable development in the NPPF and policies in the London Plan and relevant supplementary planning guidance. There are no adverse impacts that would significantly or demonstrably outweigh the significant benefits of the proposal. Planning permission should therefore be granted without delay.



## Appendices



## Appendix 1



# Aylesbury Estate – First Development Site

in the London Borough of Southwark

## The proposal

Proposed amendments to planning permissions ref: 14/AP/3843 and 17/AP/3885, relating to sub-plots 3 & 4 of the First Development Site (FDS). The proposed amendments include the provision of an additional 60 units (including social and intermediate affordable units); revisions to tenure and unit mix; provision of non-residential floorspace at ground floor level (Use Classes E, F1); alterations to height and massing; internal reconfigurations; elevational alterations; revisions to landscaping, amenity space and play space.

## The applicant

The applicant is **Notting Hill Housing Trust**.

1 On 26 February 2021, a virtual pre-application “in principle” meeting was held to discuss the above proposals with the attendees set out below.

### Meeting Attendees:

#### GLA group

- John Finlayson - Head of Development Management
- Rachael Rooney – Case Officer

#### Applicant

- Dominic Whitson – Notting Hill Group
- Mick Booth - Notting Hill Group
- Sarah Ballantyne-Way – Hgh Consulting
- Patrick Grincell Hgh Consulting
- David Morton - HTA
- Marko Neskovic - Hawkins Brown
- Michael Judd - Hawkins Brown

### Summary of meeting discussion

2 The advice given by officers does not constitute a formal response or decision by the Mayor regarding future planning applications. Any views or opinions expressed are without prejudice to the Mayor's formal consideration of the application.

## **Scheme Overview**

3 The applicant team provided background on its proposals and confirmed that it was looking for GLA pre-application advice on its proposal for amendments to an extant planning permission to provide an additional 60 residential units which include revisions to tenure and unit mix; provision of non-residential floorspace at ground floor level (Use Classes E, F1); alterations to height and massing; and revisions to landscaping, amenity space and play space.

## **Key comments and considerations**

4 The site is known as the First Development Site and is part of an estate regeneration scheme for the Aylesbury Estate of which there is an outline masterplan for the remaining part of the site and an Area Action Plan for the Aylesbury Estate as a whole.

5 It is located within PTAL 4 and 5. There are no train or tube stations within the immediate vicinity of the site, however, frequent bus services operate along Walworth Road, Albany Road and Thurlow Street at the boundaries of the wider Aylesbury Estate.

6 The site is within the immediate vicinity of a number of conservation areas and listed buildings. There is a LVMF strategic view that crosses half of the site and it is also in close proximity of a Site for Nature Conservation as well as within a low flood risk zone.

7 The original permission for First Development Site was in 2015 for a comprehensive residential-led mixed use redevelopment comprising buildings ranging between two to twenty-storeys and providing 830 new homes; community space; public and private open space; energy centre; gas pressure reduction station; associated car and cycle parking; and, associated works.

8 In 2018, a S73 application for the First Development Site, linked to another S73 application for the wider masterplan area, were jointly approved for an additional 12 units for Plots 1b and 1c in the First Development Site, resulting in a total of 842 units for this site with an additional 5 units for the wider masterplan area. The application also included revisions to unit size and tenure mix; internal reconfiguration and elevation alterations; and minor alterations to landscape layouts, amenity space and roof space.

9 To date, Plots 1 and 2 have been completed within the First Development Site with Plots 5 and 6 to be commenced following completion of this phase.

10 At the start of the meeting, GLA officers explained that that the London Plan 2021 would become part of the statutory Development Plan in London on 2nd March and any scheme would be assessed against those policies.

11 The principle of development of land uses of residential-led mixed use redevelopment including use classes E and F1 on the ground floor accords with the land uses outlined in the Action Plan for the area and is therefore acceptable.

12 The applicant set out the changes with regards to the height, massing, layout and detailing. The detail design maintains the high-quality architectural approach from the extant permission and is therefore also considered acceptable in principle.

13 With regards to height, London Plan Policy D9 states that boroughs should determine locations where tall buildings may be an appropriate form of development, that such locations (and appropriate building heights) should be identified in Development Plans, and that tall buildings should only be developed in locations that are identified as suitable in a Development Plans. Southwark's Local Plan (Core Strategy 2011) and Aylesbury Area Action Plan 2010 identifies the area as a location where tall buildings maybe possible with the Area Action Plan proposing a range of heights across the site including a landmark building of upto 20 storeys identified within the wider masterplan area. The proposed changes include an increase in height from 20 to 23 storeys for Plot 4. As the height increase is now above the threshold set out in the AAP, this does not strictly comply with London Plan Policy D9. The Council and GLA officers will therefore need to be satisfied of the impacts resulting from the increase in height, including consideration of the how London Plan Policy D9 applies in combination with the AAP as a material consideration.

14 The applicant confirmed that the changes in height do not impact on the strategic views, however the changes would still need to be assessed for their impact on any local views as well as other heritage assets. As the site is within a low flood risk area, it is assumed that the extant permission addresses any mitigation that was needed and that the changes proposed here would not constitute further mitigation. If this is not the case, the applicant should set this out.

15 In terms of size of units and tenure mix, the changes would result in an overall uplift of habitable rooms of 17% of private, 30% of shared ownership and 53% of social rent. It is noted that this is an improvement on the extant permission and is therefore acceptable in principle, however the applicant should contextual this uplift against the overall performance of the estate renewal masterplan against the established affordable housing baseline. As per London Plan Policy H8, all estate regeneration schemes are viability tested to ensure that the maximum amount of affordable housing is provided.

16 The applicant confirmed that the residential units would meet the London Plan space and accessibility standards as well as other quality standards such as maximising dual aspect, water efficiency etc. GLA officers queried how the changes impacted on the provision of amenity space as well as the provision of play space. The applicants explained that for Plot 3 the majority provided for by back gardens, although some under 5 provision for the flats would need to be accommodated on Portland Park. GLA officers explained the importance of ensuring a range of provision onsite, particularly for the under 12 age group and that any provision would need to tenure blind in terms of accessibility as well as meeting the other requirements of Policy S4.

17 In the discussion of amenity spaces, GLA officers also highlighted London Plan Policy G5 and the requirements for the whole site to provide a 0.4 urban greening factor rating, which the applicant confirmed they were aware of.

18 The applicant highlighted that changes to the scheme would impact on cycle and car parking provision. GLA officers explained these would need to meet London Plan requirements and the applicants confirmed there were due to have a meeting with TfL officers to discuss cycling and parking provision in more detail.

19 GLA officers confirmed that a fire safety strategy, in line with Policy D12, would be required to be submitted with the application. Again, the applicants confirmed they were aware of these requirements.

20 The applicants raised concerns that due to the scheme's partial completion, there has already been significant investment in a CHP energy network that had been agreed as part of the extant permission which is now not fully compliant with London Plan Policy SI 3. GLA officers agreed that a pragmatic approach would be taken and advised that a conversation with the GLA energy team, through a pre-application meeting, would be helpful to understanding if anything further was needed.

21 To note, following the meeting the applicant explained that there were still some design options under consideration which may impact of the schedule of changes. Further changes would need to be discussed as part of any further preapplication discussion and as discussed above would need meet the requirements of the London Plan 2021.

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For further information, contact the GLA Planning Team:

**John Finlayson, Head of Development Management**

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**Rachael Rooney, Case Officer**

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## Appendix 2

# GREATER LONDON AUTHORITY

## Good Growth

Ben Stonebridge

**Our ref:** 2021/0391/P2I

**Date:** 16 July 2021

By email

Dear Ben Stonebridge

**Town & Country Planning Act 1990 (as amended); Greater London Authority Act 1999 & 2007; Town & Country Planning (Mayor of London) Order 2008**

**Site: First Development Site of the Aylesbury Estate, Land bounded by Albany Road, Portland Street, Westmoreland Road, Bradenham Close, SE17**

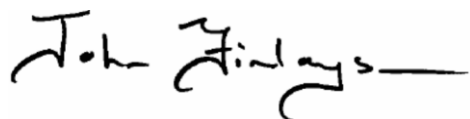
**LPA: London Borough of Southwark**

**Our reference: 2021/0391/P2I**

Further to the pre-planning application meeting held on 10 June 2021, I enclose a copy of the GLA's assessment which sets out our advice and matters which will need to be fully addressed before the application is submitted to the local planning authority.

The advice given by officers does not constitute a formal response or decision by the Mayor with regard to future planning applications. Any views or opinions expressed are without prejudice to the Mayor's formal consideration of the application.

Yours sincerely



**John Finlayson**

Head of Development Management

cc Allison Flight, Deputy Head of Development Management  
TfL



pre-application report 2021/0391/P2I

16 July 2021

# First Development Site of the Aylesbury Estate

Local Planning Authority: Southwark

## **The proposal**

Proposed amendments to planning permissions ref: 14/AP/3843 and 17/AP/3885, specifically relating to sub-plots 3 & 4 of the First Development Site (FDS). The proposed amendments include the provision of an additional 60 units (including social and intermediate affordable units); revisions to tenure and unit mix; provision of non-residential floorspace at ground floor level (Use Classes E, F1); alterations to height and massing; internal reconfigurations; elevational alterations; revisions to landscaping, amenity space and play space.

## **The applicant**

The applicant is Notting Hill Genesis and the architects are Hawkins Brown and HTA Design.

## **Assessment summary**

GLA officers support the optimisation of the site's housing capacity, and particularly support maximising the number of affordable housing units. Any future application must be supported by a Viability Assessment. Officers would encourage further discussions regarding the revised affordable housing offer, in the context of the wider estate. Further detail is required in terms of Policy D9 and the impact to LVMF Views before the proposed increases in height can be supported at a strategic level.

## **Key next steps**

The applicant is encouraged to provide a draft financial viability assessment for GLA review ahead of any planning application. Further discussions are also required with the applicant and Southwark Council, regarding the delivery of affordable housing as part of the wider estate.

## **Context**

1 On 10 June 2021 a pre-planning application meeting to discuss a proposal to develop the above site for the above uses was held with the following attendees:

### GLA group

- Justine Mahanga, Principal Strategic Planner (Case Officer)
- James Keogh, Principal Design Officer
- Lyndon Fothergill, Team Leader
- Andrew Hiley, TfL Spatial Planning

### Local Authority

- Terrence McLellan, case office, Southwark Council

### Applicant

- Dominic Whiston, NHG
- Mick Booth, NHG
- Sarah Ballantyne-Way, HGH Consulting
- Patrick Grincell, HGH Consulting
- Eve Campbell, HGH Consulting
- David Morton, HTA
- Luis Esteves, HTA
- Marko Neskovic, Hawkins Brown
- Michael Jud, Hawkins Brown
- Balraj Mann, Arcadis
- David Taylor, Montagu Evans
- Barney Evans, WSP

2 The advice given by GLA officers does not constitute a formal response or decision by the Mayor with regard to future planning applications. Any views or opinions expressed are without prejudice to the Mayor's formal consideration of an application.

## **Site description and history**

3 The proposed development relates to sub-plots 3 & 4 of the First Development Site (FDS) of the Aylesbury Estate (also referred to as Phase 1B and C). The estate regeneration scheme was originally granted outline consent in 2015.

4 The original permission for the FDS was in 2015 for a comprehensive residential-led mixed use redevelopment comprising buildings ranging between two to twenty storeys and providing 830 new homes; community space; public and private

open space; energy centre; gas pressure reduction station; associated car and cycle parking; and, associated works.

5 In 2018, a S73 application for the FDS, linked to another S73 for the wider masterplan area, were jointly approved for an additional 12 units for Plots 1b and 1C of the FDS, resulting in a total of 842 units for this site, with an additional 5 units for the wider masterplan area. The application also included revisions to unit size and tenure mix; internal reconfiguration and elevation alterations; and minor alterations to landscape layouts, amenity solace and roof space.

6 To date, Plots 1 and 2 of the FDS are built out. Of the wider masterplan area, Phase 1A is completed and Phase 2A (Plot 18) is currently under construction.

7 In terms of constraints, the site is within the immediate vicinity of a number of conservation area and listed buildings. There is an LVMF strategic view that crosses half of the site and it is also in close proximity of a Site for Nature Conservation, as well as within a low floor risk zone.

8 The site is located within PTAL 4 and 5. There are no train or tube stations within the immediate vicinity of the site, however, frequent bus services operate along Walworth Road, Albany Road and Thurlow Street at the boundaries of the wider Aylesbury Estate.

## **Details of this proposal**

9 Proposed amendments to planning permissions ref: 14/AP/3843 and 17/AP/3885, specifically relating to sub-plots 3 & 4 of the First Development Site (FDS). The proposed amendments include the provision of an additional 60 units (including social and intermediate affordable units); revisions to tenure and unit mix; provision of non-residential floorspace at ground floor level (Use Classes E, F1); alterations to height and massing; internal reconfigurations; elevational alterations; revisions to landscaping, amenity space and play space.

10 Subplot S03:

- Increase in height of Block 3A from 3 to 4 storeys and Block 3B from 6 to 7 storeys;
- 21 new homes;
- Revised mix of homes and tenures;
- Internal and external alterations.

11 Subplot S04:

- Increase in height of Block 4A from 20 to 23 storeys;
- Increase in footprint of Block 4A
- 39 new homes;
- Revised mix of homes and tenures; and,
- Internal and external alterations.

## Strategic planning issues and relevant policies and guidance

12 For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the development plan in force for the area comprises Southwark Council's Core Strategy (2011), saved policies from the 2007 Southwark Plan and the London Plan 2021.

13 The following are relevant material considerations:

- National Planning Policy Framework and National Planning Policy Guidance;
- Draft New Southwark Plan (February 2020); and,
- Aylesbury Area Action Plan (2010).

14 The relevant issues, corresponding strategic policies and guidance (supplementary planning guidance (SPG) and London Plan guidance (LPG)), are as follows:

- Good Growth - *London Plan*;
- World City role - *London Plan*;
- Opportunity Area - *London Plan*;
- Regeneration Area - *London Plan*; *the Mayor's Economic Development Strategy*;
- Housing - *London Plan*; *Housing SPG*; *the Mayor's Housing Strategy*; *Play and Informal Recreation SPG*; *Character and Context SPG*;
- Affordable housing - *London Plan*; *Housing SPG*; *Affordable Housing and Viability SPG*; *the Mayor's Housing Strategy*; *Good Quality Homes for All Londoners draft LPG*
- Reprovision of housing - *London Plan*; *Housing SPG*; *the Mayor's Housing Strategy*; *Play and Informal Recreation SPG*; *Character and Context SPG*; *Affordable Housing and Viability SPG*;
- Health facilities - *London Plan*; *Social Infrastructure SPG*; *the Mayor's Health Inequalities Strategy*;
- Urban design - *London Plan*; *Character and Context SPG*; *Public London Charter draft LPG*; *Housing SPG*; *Play and Informal Recreation SPG*; *Good Quality Homes for All Londoners draft LPG*
- Strategic views - *London Plan*, *London View Management Framework SPG*;
- Heritage - *London Plan*; *World Heritage Sites SPG*;
- Inclusive access - *London Plan*; *Accessible London: achieving an inclusive environment SPG*; *Public London Charter draft LPG*
- Sustainable development - *London Plan*; *Circular Economy Statements draft LPG*; *Whole-life Carbon Assessments draft LPG*; *'Be Seen' Energy Monitoring Guidance draft LPG*; *Mayor's Environment Strategy*;
- Air quality - *London Plan*; *the Mayor's Environment Strategy*; *Control of dust and emissions during construction and demolition SPG*;

- Transport and parking - *London Plan; the Mayor's Transport Strategy; and,*
- *Equality London Plan; the Mayor's Strategy for Equality, Diversity and Inclusion; Planning for Equality and Diversity in London SPG;*

## **Summary of meeting discussion**

15 Following a presentation of the proposed scheme from the applicant team, meeting discussions covered strategic issues with respect to housing and affordable housing, urban design, transport and energy. Based on the information made available to date, GLA officer advice on these issues is set out within the sections that follow.

## **Principle of development**

16 The principle of the proposed residential and commercial uses (Use Class E and F1) accords with the land uses outlined within the Aylesbury Area Action Plan and the original outline consent and is therefore acceptable in strategic planning terms.

## **Housing**

17 The proposed amendments propose an increase in housing from 261 units (922 habitable rooms), to 321 units (1044 habitable rooms), which represents an uplift of 60 units (122 habitable rooms). In terms of the wider FDS, the proposal would increase the total amount of units from 842 to 902 and habitable rooms from 2,764 to 2,885. Accordingly, the amendments result in a 7% increase to the provision of housing within the FDS.

18 In terms of the approved provision of affordable housing, sub-plots 3 and 4 included 157 market units (544 habitable rooms) and 104 affordable homes (378 habitable rooms), resulting in a 41% affordable housing provision. The affordable homes were split 42% shared ownership, 58% social rent (by habitable room). The proposed amendments would provide 190 market units (550 habitable rooms) and 131 affordable homes (494 habitable rooms), resulting in an increased affordable housing provision of 47% (by habitable room), split 45% shared ownership 55% social rent. Accordingly, the proposed amendments would result in an uplift in affordable housing from 41% to 47%, and variation to the approved tenure split which would marginally reduce the proportion of social rented habitable rooms from 58% to 55%.

19 In terms of the wider development site, the proposed amendments would increase the provision of affordable housing from 64% (33% shared ownership, 67% social rent), to 66% (34% shared ownership, 66% social rent).

20 In terms of unit mix, the proposed amendments to sub-plots 3 and 4 result in an overall loss of 4 and 4 bed units across all tenures. Specifically, the proposal would reduce 5bedroom social rented units from 18 (2%) to 13 (1%). Whilst the provision of 3bedroom 4 person and 3bedroom 5 person units would be revised, the overall provision of 3bedroom units remains at 13% in both the approved and proposed schemes. In terms of two-bedroom units, the proposal would increase the amount of 2 bedroom 3 person market units, from 2% to 16%). The proposal would not noticeably alter the provision of one-bedroom units.

21 In line with London Plan Policy H8, any future application is required to follow the Viability Tested Route. Where it is accepted that the viability of a site should be considered as part of an application, applicants are required to pay the GLA's costs for assessing this. For Stage 1 referrals an upfront payment of £10,000 plus VAT is required to meet the cost of case officer project management, specialist viability officer review and management team input. This relates to the GLA's assessment of an application at Stage 1 and Stage 2 of the referral process, including consideration of the S106 agreement and viability review clauses. The payment form should be completed as soon as possible and returned to the GLA following which the GLA will undertake its review of the information submitted. The payment relates to the application that is being considered under the allocated GLA/LPA case number. If a new, revised or amended application is submitted which requires further viability assessment, a separate payment agreement will be required to meet the GLA's costs associated with the new or revised application.

22 Notwithstanding this, further discussions are required regarding the extent of the viability review. Officers note that the proposed revisions to the FDS represent a relatively modest change in the context of a scheme of this scale and it may be disproportionate to require a whole viability review. Alternatively, given the changes which are currently being discussed within various phases of the estate, the applicant should consider presenting these amendments in a single viability assessment for GLA review.

23 Subject to the viability review, the proposed increase in housing and affordable housing is supported in principle at a strategic level. Whilst the reduction in the proportion of social rented units from 58% to 55% (within the wider FDS) is regrettable, the revision to the tenure split is very minor and the amendments would represent an overall increase in 9 social rented units and 53 social rented habitable rooms. Furthermore, officers understand that there are wider discussions taking place which seek to improve the provision of social floorspace within other phases of the development. Any future application should clearly outline the proposals for the wider estate which seek to improve the overall affordable housing offer. Subject to further discussion, and in the context of the wider site, the proposed tenure mix could be supported.

24 GLA officers support the optimisation of the site's housing capacity, and particularly support maximising the number of affordable housing units. However, noting the strategic need for family-sized affordable housing in London, any reduced provision of family sized affordable rented accommodation would be of strategic concern. Whilst the proposed revisions generally relate to the market housing, in line with London Plan Policy H10, the applicant should work with the Council to ensure the maximum amount of housing is provided, and that the housing mix meets local need, particularly in the low cost rented sector.



## Urban design

25 Chapter 3 of the London Plan sets out key urban design principles to guide development in London. Design policies in this chapter seek to ensure that development optimises site capacity; is of an appropriate form and scale, responds to local character, is accessible by walking, cycling and public transport, achieves the highest standards of architecture, sustainability and inclusive design, enhances the public realm; provides for green infrastructure; and respects the historic environment.

### Optimising development capacity

26 London Plan Policy D3 requires developments to make the most efficient use of land and to optimise density, using an assessment of site context and a design-led approach to determine site capacity. In this respect, the proposed optimisation of the site to maximise the number of homes and affordable homes appropriately responds to the intent of Policy D3. Notwithstanding this, the proposed design principles discussed in the following sections should be addressed within any future application.

### Delivering good design

27 London Plan Policy D4 requires that all proposals exceeding 30 metres in height and 350 units per hectare must have undergone at least one design review or demonstrate that they have undergone a local borough process of design scrutiny. Evidence of compliance with London Plan Policy D4 should be provided within any future application.

### Proposed amendments

#### *Subplot 3*

28 In terms of subplot 3, the proposed layout is generally consistent with the approved scheme. This plot includes back-to-back rear gardens and communal amenity space. Overall, the proposed layout of this plot does not raise strategic concern. Notwithstanding this, a daylight sunlight assessment should be undertaken to ensure that the proposed increases in building height do not significantly impact the level of light to the external amenity spaces and inward facing windows.

29 Subject to an assessment of local townscape and LVMF views, the proposed increases in height do not raise strategic concern.

#### *Subplot 4*

30 As approved, subplot 4 is a densely developed site. In this respect, the proposed amendments to height and increase in building footprints must be carefully considered. Specifically, the adjacencies and interface between the different tenures and communal amenity spaces should be carefully considered to balance privacy and enjoyment of spaces by all users. Regarding communal space interfaces, the privacy of private outdoor spaces should not be compromised and the visual connection to Burgess Park (and its tree canopy) should be maximised.

31 The proposed three storey height increase, and increase in floorplate size, would have a relatively marginal impact on the local context compared to the approved scheme, especially in the context of future proposals. However, as the proposals would exceed the buildings heights within the Aylesbury AAP, any future application must respond to London Plan Policy D9. Any future application should detail a package of public benefits which can be weighed against any non-compliance with London Plan Policy D9.

32 Officers note that the materiality and façade treatments of tower S04 and other buildings within subplot 4 are still undergoing refinement. However as discussed at the meeting, less contrast in colour and further simplification is encouraged. In line with Policy D9, any future application must demonstrate an exemplary quality of design. Should the application come forward in outline, a sufficient level of detail must be provided for the taller buildings within a design code and parameter plans.

33 The treatment and proportion of the base/human scale should continue to be refined to add warmth, comfort and visual interest for buildings occupants and visitors.

34 Detailed solar insolation analysis (façade and public realm) should be undertaken to explore the impact of the built form on the site itself and the immediate context.

#### Internal quality

35 Whilst the proposed internal alterations to the residential accommodation appear to be acceptable, this is subject to a full daylight/sunlight review within any future application. As previously discussed, the privacy of adjoining amenity spaces, or units adjoining communal areas, must be carefully considered.

#### Fire safety

36 In line with Policy D12 of the London Plan the future application should be accompanied by a fire statement, prepared by a suitably qualified third party assessor, demonstrating how the development proposals would achieve the highest standards of fire safety, including details of construction methods and materials, means of escape, fire safety features and means of access for fire service personnel.

37 Further to the above, Policy D5 within the London Plan seeks to ensure that developments incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum, at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the buildings.

#### Inclusive access

38 Policy D3 of the London Plan seeks to ensure that new development achieves the highest standards of accessible and inclusive design (not just the minimum). The future application should ensure that the development: can be entered and used safely, easily and with dignity by all; is convenient and welcoming (with no disabling barriers);

and, provides independent access without additional undue effort, separation or special treatment.

39 Policy D5 of the London Plan requires that at least 10% of new build dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' (designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users); and all other new build dwellings must meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'. The applicant would provide 10% of the rooms as wheelchair accessible, which would be acceptable.

40 The future application should include plans that show where the wheelchair accessible homes would be located and how many there would be. These should be distributed across tenure types and sizes to give disabled and older people similar choices to non-disabled. This information and typical flat layouts and plans of the wheelchair accessible homes should be included in the design and access statement. The Council should secure M4(2) and M4(3) requirements by condition as part of any permission.

## Strategic views

41 The submitted LVMF slides have been reviewed by the GLA from a heritage context. As demonstrated, the application site sits within the wider setting consultation area of view 1A.1: Alexandra Palace.

42 Overall, further detailed information is required at application stage in order for GLA officers to assess the proposed increases in height. The views analysis must follow the Landscape Institute's [guidance and](#) further context and background information is also available on its [website](#).

43 It is difficult to ascertain from the modelling work what the different elements of the graphics represent. A clearer visual of the difference between the approved building envelope and the proposed envelope must be provided, particularly in regard to height. Officers consider that the modelling work shown on page Extant consent + cumulative schemes (400mm lens unmasked) and Extant consent + cumulative schemes (400mm lens), the pink lines/model show approved buildings and the yellow line signifies the tall building proposed to increase in height. If this is correct, officers are concerned about the potential impacts (including cumulative impacts in relation to other extant and approved buildings in the vicinity) of the proposal on the LVMF View 1A.1: Alexandra Palace from 2014 HTVIA as well as on the setting and views of St Paul's Cathedral which is a Strategically Important Landmark within that view.

44 London Plan Policy HC4 London View Management Framework Part A is clear that 'development proposal should not harm, *and should seek to make a positive contribution to, the characteristics and composition of Strategic Views and their landmark elements. They should also preserve and, where possible, enhance viewers' ability to recognise and to appreciate Strategically Important Landmarks in these views..*'. GLA officers are concerned that the proposal to increase the height of the tall building, when taken alongside the other tall building elements of the overall scheme, would lead to a cumulative impact where new development would be encroaching on the panorama as a whole and crowd too close to the Strategically-Important Landmark

that is St Paul's Cathedral, impacting the ability to retain an appropriate setting for this building.

45 London Plan Policy D9 part C(d) is clear that proposals should take account of, and avoid harm to, the significance of London's heritage assets and their settings. Proposals resulting in harm will require clear and convincing justification, demonstrating that alternatives have been explored and that there are clear public benefits that outweigh that harm. The buildings should positively contribute to the character of the area. In this respect, within any future planning application the applicant must demonstrate that alternative massing options have been considered.

46 The main public benefit linked to the proposal is additional affordable housing. The proposal would cause a level of harm, and the submitted documents are not clear enough about what the harm will be. A detailed assessment of the harm must be provided in order for GLA officers to weigh this against the public benefits, in the context of planning balance.

## **Transport**

47 A transport mitigation package was agreed with the previously consented scheme for the site and the wider masterplan, so it would be expected that this is carried forward and delivered. An assessment of the transport impacts of the additional 60 dwellings should be undertaken and presented in the transport assessment (TA), to determine if any additional mitigation may be required. The TA should more generally be updated as the original TA dates from 2014, for example the Albany Road/Portland Street junction has changed with the introduction of the segregated cycle track on Portland Street.

48 There have also been several significant policy changes since the extant permission was granted, not least Healthy Streets and Vision Zero, so the TA should accord with TfL's Healthy Streets-based TA guidance. The Active Travel Zone (ATZ) assessment should identify key destinations such as local schools and bus stops, Camberwell and Elephant and Castle.

49 In particular, the London Plan requires developments in this part of London to be 'car free', bar disabled Blue Badge spaces, and has a mode share target of 90% of all trips by public transport, walking and cycling by 2041. As such, any car parking proposed would need to be robustly justified. Electric vehicle charging should also be provided as per the new London Plan standards.

50 Cycle parking standards both in the London Plan and emerging New Southwark Plan are higher than in 2014, so we would expect the new standards to apply to the whole development, not just the uplift in dwellings.

51 Cycle parking should accord with London Plan standards and the London Cycle Design Standards (LCDS). Sufficient manoeuvring space should be provided where double stack cycle parking is proposed, and doors should be powered. It is recommended that, for better personal and bike security, cycle stores are accessed off internal hallways, not straight from the street.

52 Servicing arrangements should be detailed in the TA, noting the increase in personal deliveries during the pandemic. Space for deliveries should be clear and safe for pedestrians and cyclist, and servicing vehicles should not have to reverse, which conflicts with Healthy Streets and Vision Zero policies. An outline construction logistics plan should be also included in the TA, focusing on pedestrian and cycle safety. Any impacts on the bus stop adjacent to the site on Albany Road during construction should be explained and mitigated.

53 The TA should contain an outline travel plan, focussed on measures to encourage active travel and public transport, for example publicity to highlight health benefits of walking and cycling for regular journeys and advertising local cycling and walking routes. Local policy requires at least 2 years free membership of Santander Cycles to be made available for each initial household.

## **Sustainable development**

### Energy strategy

54 Full technical details of the issues associated with energy strategy are provided within an attachment to this report.

### Whole Life-Cycle Carbon Assessment

55 In accordance with London Plan Policy S112 the applicant will be expected to calculate and reduce whole life-cycle carbon emissions to fully capture the development's carbon footprint. The applicant should submit a whole life-cycle carbon assessment to the GLA as part of the planning application, following the Whole Life-Cycle Carbon Assessment Guidance and using the GLA's reporting template. The applicant will also be conditioned to submit a post-construction assessment to report on the development's actual WLC emissions. The assessment guidance and template are available on the GLA website.

### Be Seen

56 The applicant will be expected to monitor their development's energy performance and report on it through an online monitoring portal. The applicant should review the 'Be Seen' energy monitoring guidance to ensure that they are fully aware of the relevant requirements to comply with the 'Be Seen' policy. The applicant should provide a commitment that the development will be designed to enable post construction monitoring and that the information set out in the 'Be Seen' guidance is submitted to the GLA's portal at the appropriate reporting stages. This should be secured through suitable legal wording.

### Urban greening

57 London Plan Policies G1 and G5 embed urban greening as a fundamental aspect of site and building design. Features such as street trees, green roofs, green walls, rain gardens, and hedgerows should all be considered for inclusion and the opportunity for ground level urban greening should be maximised. The applicant must calculate the Urban Greening Factor as set out in London Plan Policy G5 and seek to

achieve the specified target prior to the Mayor's decision-making stage. A landscaping plan should also be provided.

### Sustainable drainage and flood risk

58 The drainage strategy should aim to reduce surface water discharge from the site to greenfield rates in accordance with London Plan Policy SI13. Where greenfield runoff rates cannot be achieved and robust justification is provided, a discharge rate of three times the greenfield rate may be acceptable.

59 The drainage strategy should maximise opportunities to use Sustainable Drainage System (SuDS) measure at the top of the drainage hierarchy, as set out in London Plan Policy SI13. Roofs and new public realm areas present an opportunity to integrate SuDS such as green and blue roofs, tree pits, and permeable paving into the landscape, thereby providing amenity and water quality benefits.

### Circular economy

60 The London Plan has introduced circular economy policies including a requirement to submit Circular Economy Statements for developments. The GLA has released draft guidance for developers on how to prepare Circular Economy Statements and a 'Design for a circular economy' Primer that helps to explain the principles and benefits of circular economy projects.

61 London Plan Policy SI7 requires development applications that are referable to the Mayor of London to submit a Circular Economy Statement, whilst Policy D3 requires development proposals to integrate circular economy principles as part of the design process.

62 Therefore, the applicant is required to submit a Circular Economy Statement in accordance with the GLA guidance.

## **Conclusion**

63 GLA officers support the optimisation of the site's housing capacity, and particularly support maximising the number of affordable housing units. Any future application must be supported by a Viability Assessment. Officers would encourage further discussions regarding the revised affordable housing offer in the context of the wider estate. Further detail is required in terms of Policy D9 and the impact to LVMF Views before the proposed increases in height can be supported at a strategic level.

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