



39b Consort Road, Peckham

Sustainability Statement for Planning

Job No: 3047

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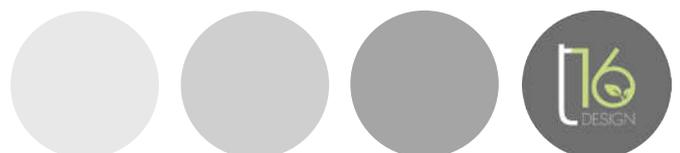
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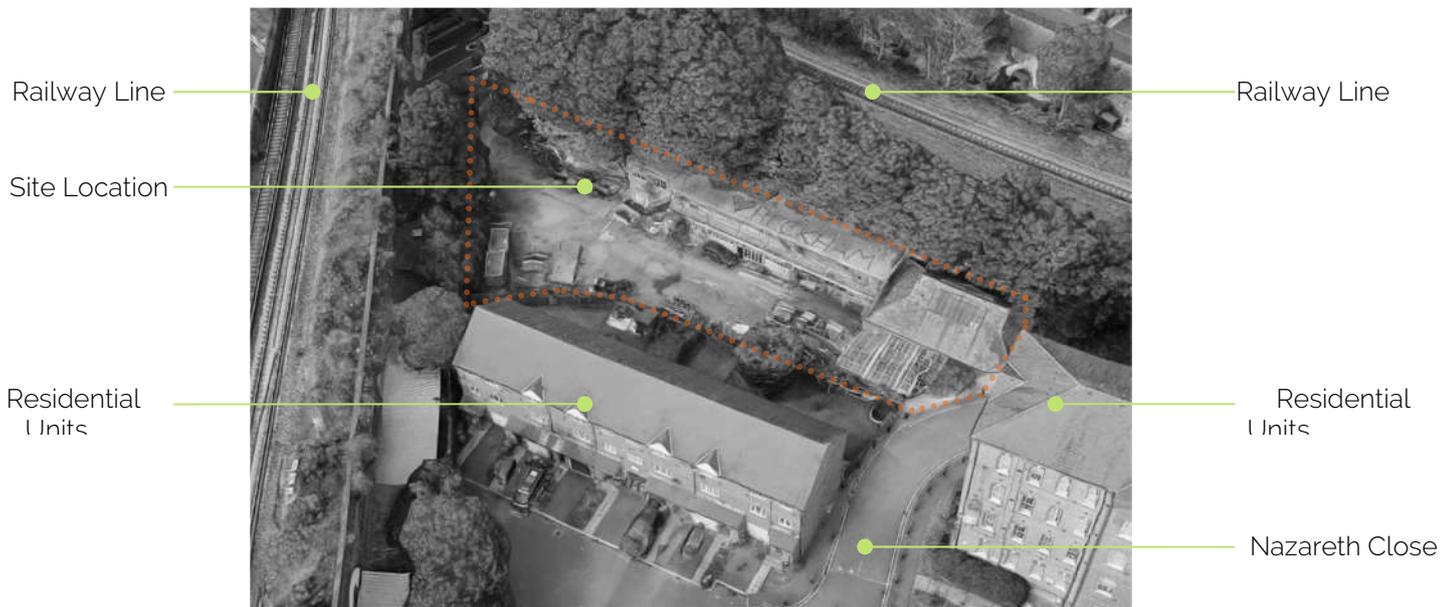


1.0 Executive Summary

- 1.1 T16 Design has been appointed to produce this Sustainability Statement for the proposed development at 39b Consort Road, Peckham.
- 1.2 The report takes an overarching strategy for improvements and measures to be adopted in order to reduce the environmental impact of the scheme,
- 1.3 It looks primarily at measures other than those which reduce Energy Consumption and CO₂ emissions. These aspects are dealt with in the Energy Statement, submitted separately.
- 1.4 The report also identifies where these measures may assist with any BREEAM assessment that may be required.

2.0 Project Summary

- 2.1 The site is located between Consort Road and Nazareth Close. It is bounded on two sides by existing railway lines.
- 2.2 Currently the site has existing buildings, which are mostly to be demolished. The 1½ storey structure in the north-east corner of the site is to be retained and converted into two non-residential units.
- 2.3 The proposal involves, in addition to the refurbishment of the retained structure, the construction of 4 houses and 6 flats in a terrace and a 3rd commercial unit in a standalone structure to the south of the site.
- 2.4 The site location and approximate boundary are shown below.



3.0 Policy Requirements and Drivers

- 3.1 The relevant planning policy documents for this site, relating to sustainability are:
- The London Plan (2016)
 - Southwark Council Core Strategy
 - Sustainable Design and Construction SPG (2014)
 - Housing Supplementary Planning Guidance (2016)
- 3.2 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for developments in London over the coming decades.
- 3.3 The overarching policy setting out the principles of sustainable design and construction to be incorporated in major proposals is Policy 5.3 which requires proposals to demonstrate that "sustainable design standards are integral to the proposal including its construction and operation".
- 3.4 This policy also covers measures such as efficient use of resources (water and materials) and minimizing pollution and wastage both from the development and during its construction.
- 3.5 Southwark Council's Core Strategy and Sustainable Design and Construction SPG also set standards relating to these areas, and require the demonstration of high standards in resource efficiency and sustainable design.
- 3.6 In light of these policy requirements and through the developer and design team's commitment to reducing the impact of the development on the environment, this report sets out some of the measures that will be adopted or considered.

4.0 Passive Design Measures

- 4.1 The design team will incorporate features to reduce the environmental impact of the scheme wherever possible.
- 4.2 Passive design is a method of using the features of the building to reduce the energy consumption and environmental impact, without the use of mechanical or electrical plant.
- 4.3 These techniques include solar orientation, natural ventilation, dual aspect design, thermal mass, air tightness, and fenestration design.
- 4.4 Some of these techniques are not possible on all sites, but the design team for this project have endeavoured to include them where feasible.
- 4.5 The residential units are all dual aspect and will therefore benefit from natural cross-ventilation. This will also help prevent overheating in the summer months.
- 4.6 It is intended that the superstructure will be a medium or heavyweight construction with high thermal mass which helps to militate against temperature fluctuations and reduce any heating or cooling load.
- 4.7 A building with high thermal mass will take longer to heat up and longer to cool down, which generally has the effect of reducing the energy required to keep it at an acceptable temperature.
- 4.8 The design team has endeavoured to balance the fenestration levels with larger areas of glazing on the south facade to provide increased natural light and solar gain, with lower levels on the north facade to reduce heat loss.
- 4.9 The glazing levels on the south, whilst generous, are not considered sufficiently large to cause a summer overheating risk.

5.0 Potable Water Usage

- 5.1 It is a best-practice measure to ensure that new dwellings achieve a predicted internal water usage of less than the 125L/person/day required by Building Regulations Part G. A target of 95L/person/day has been proposed for this site.
- 5.2 This is calculated using the Part G Water Usage tool. A version of this is used for the Code for Sustainable Homes and approved by BRE. This has been used at this early stage to give a guide to the potential internal water usage.
- 5.3 Please note that although the number of WCs, basins and showers varies from one unit to another, the overall usage is per person and so is not affected by the number of fittings installed, provided they are all the same.
- 5.4 The assumptions used for the calculations are:

- Basin Taps and Kitchen taps: 3l/min at 3bar
- Showers: 8l/min at 3bar
- Baths: 145l to overflow
- WCs: Dual flush - 4/2.6l
- No Waste Disposal
- No Water Softener
- Washing Machine: Default value (8.17l/kg load)
- Dishwasher: Default value (1.25l/place setting)

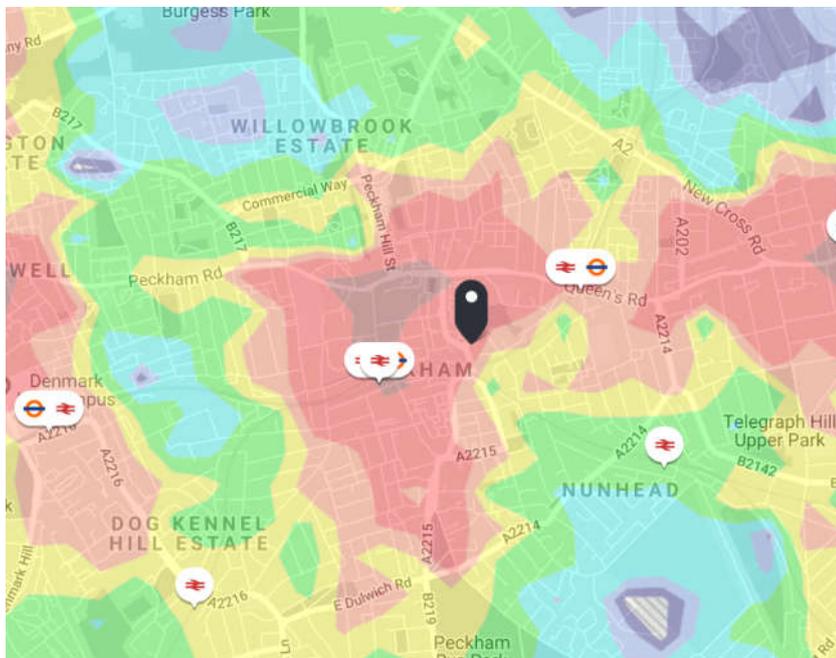
Total Predicted Usage 94.7l/person/day

6.0 Surface Water and Flooding

- 6.1 New developments should seek to mitigate against the future effects of climate change and so far as possible, reduce water runoff from the site and buildings to alleviate the problems of flooding.
- 6.2 At the very least, developers should aim to make the situation after construction no worse than it was before. This site is currently occupied entirely by hardstanding or buildings and so is 100% impermeable.
- 6.3 The new development cannot therefore make this worse and any attempt to attenuate or reduce run off will be an improvement.
- 6.4 There are several methods to deal with surface water runoff which can be used in isolation or in combination. Some are dependent on the building design and others are dependent on soil conditions.
- 6.5 The incorporation of a Sustainable Urban Drainage System (SUDS) has been included in the Drainage Strategy and considered within the context of sustainability.
- 6.6 Further detail of this is included within the relevant report.

7.0 Transport

- 7.1 Transport arrangements are a key consideration for any new development. In London, the accessibility of public transport to a site is of high importance to both developers and end-users.
- 7.2 This can be assessed using the PTAL (Public Transport Access Levels) system. This site has a rating of 6a, where 0 is the worst score and 6 is the best. 6a is regarded as an "excellent" score.
- 7.3 This indicates that the site has short walking distances to stations and bus stops and also that the services available locally are frequent.
- 7.4 Secure and accessible cycle storage is also to be provided to help encourage the future occupants to make more journeys by bicycle and reduce car ownership.



Site PTAL Rating - © TfL

8.0 Sustainable Construction

- 8.1 It is clearly important that a building should be designed to reduce its environmental impact so far a reasonably practical and the measures proposed for doing this are detailed in this report and the accompanying Energy Statement.
- 8.2 However the method by which the building is constructed is also important and the building process itself can be very resource intensive.
- 8.3 Whilst the specific measures to be taken to ensure this is also mitigated will be the responsibility of the contractor once building work commences, the section sets out suitable measures that should be considered and adopted where appropriate.

Site Waste Management

- 8.4 The build will be operated under a Site Waste Management Plan which will identify the key sources of construction waste, methods for diverting this waste from landfill, indentify those responsible for doing so and monitor performance.
- 8.5 There are numerous tools available for doing this, including online facilities such as BRE's SMARTWaste system.
- 8.6 This allows the contractor to log all waste-related activities and report on performance at all stages of the build.
- 8.7 It also allows monitoring and reporting of energy and water use on site (see "Consumption Monitoring", below) and analysis of the carbon impact for transportation and material usage.
- 8.8 Although Site Waste Management Plans are no longer a legal requirement, they offer significant environmental benefits and also cost savings, by encouraging waste reduction across the construction team.

Pollution

- 8.9 The contractor will have in place policies on site to minimize air and water pollution from site-based activities.
- 8.10 Air and water pollution on site can have a detrimental impact on the environment and on the health of local residents
- 8.11 Examples of the clauses that such policies should contain are:
- All surface water must discharge into a surface water drain
 - All foul water must discharge into the foul water drain
 - All oil and diesel drums must be stored on an impervious base with oil-tight bund with no drainage outlet. All drill pipes, fill pipes and sight gauges must also be stored on this bund
 - Leaking or empty oil drums must be removed from site and disposed of via a licensed waste disposal contractor
 - A stand pipe and hose is to be made available at all times on site to damp down arising dust from the demolition process. Particular attention must be paid to damping down procedures during periods of dry and hot weather.
 - All skips must be covered with a suitable cover i.e. tarpaulin or plastic dust sheets.
 - Any lorries removing waste from site must be suitably covered prior to leaving site.
 - A wheel wash will be provided where practical.
- 8.12 These measures will also contribute to BREEAM credits if appropriate.

Considerate Constructors

- 8.13 The Considerate Constructors scheme exists to encourage good practice within the construction industry, reduce its environmental impact and forge better relations with neighbouring residents.
- 8.14 The developer should be encouraged to sign up to this protocol and aim for a score which exceeds best-practice.
- 8.15 This will ensure the site:
- Has a good outward appearance
 - Respects the community in which it exists
 - Minimizes security and safety risks for neighbours
 - Values its workforce and provides high welfare standards
 - Reduces its environmental impact where possible
- 8.16 These measures will also contribute to BREEAM credits if appropriate.

Consumption monitoring

- 8.17 In line with the ideals of the Site Waste Management Plan the developer will monitor resources consumption on site in line with industry KPI benchmarks
- 8.18 Electricity and water usage will be monitored on site and targets set.
- 8.19 The results of the meter readings will then be compared to the set benchmark targets using industry standard KPIs so that feedback can be given to the site staff.
- 8.20 This will have the effect of encouraging responsible resource usage and consumption reduction where possible.
- 8.21 These measures will also contribute to BREEAM credits if appropriate.

9.0 Conclusion

- 9.1 The sustainability strategy for Consort Road has been developed with the design team to comply with the relevant environmental policies from the London Borough of Southwark and the London Plan.
- 9.2 Measures to be included within the design cover areas such as reductions in potable water use, resource efficiency and pollution reduction both through the build process and post-occupation,
- 9.3 The proposed development at Consort Road honours the intentions of the policies set out by London Borough of Southwark and the Greater London Authority (GLA) in order to provide a well-designed and built development which limits its impacts on the environment both during its construction and beyond.



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