

# **Chapter 4 The Proposed Development**



## Introduction

- 4.1 This chapter of the ES presents a description of the Proposed Development sought for approval. Further details on the Proposed Development can be found within the Design & Access Statement (DAS)<sup>1</sup> that has been submitted in support of the planning application.

## The Planning Application

- 4.2 The Applicant is submitting a full (detailed) planning application to enable the redevelopment of the site which is 1.6 hectares (ha) in size.
- 4.3 The Applicant seeks permission for demolition of the existing buildings and redevelopment of the site to provide 505 residential units, up to 3,375 m<sup>2</sup> (GIA) of Class B1 commercial floorspace, up to 117 m<sup>2</sup> (GIA) of Class D2 leisure floorspace and up to 570 m<sup>2</sup> of Class A1-A3 floorspace within 13 blocks of between 3-14 storeys, with basement, car and cycle parking and associated hard and soft landscaping.

## Description of the Proposed Development

### The Amount of Development and Uses Proposed

#### Commercial Floorspace

- 4.4 Table 4.1 sets out the commercial (non-residential) floorspace schedule for the Proposed Development. The commercial accommodation has been designed to be as flexible as possible and the spaces can move between the identified uses if needed (within the Class B1a-B1c use classes). Only the retail/cafe and gym uses are set within a specific location within the Proposed Development. Therefore, all the locations of the making spaces, creative offices, workshops are indicative at this stage, although the overall quantum of employment floorspace will always remain as set out in Table 4.1.

**Table 4.1 Commercial (Non-Residential) Floorspace Schedule**

Use Class	Description	GIA (m <sup>2</sup> )	NIA (m <sup>2</sup> )
Class B1a-B1c	Business - Making Spaces, Workshops and Creative Offices		
	Small Making Space	971	918
	Large Making Space	639	621
	Office	597	574
	Creative Office	811	771
	Microbrewery	278	263
	Lettings Office	79	71
Class A1-A3	Retail / Café		
	Café	144	135
	Retail	152	142
	Bike Shop/Café	274	258
Class D2	Leisure		
	Gym	117	115
<b>TOTAL (m<sup>2</sup>)</b>		<b>4,062</b>	<b>3,868</b>

#### Residential Floorspace

- 4.5 In addition to the above, the Proposed Development also provides for 505 residential units (Use Class C3), of various sizes and tenures.
- 4.6 Table 4.2 sets out the residential accommodation schedule for the Proposed Development. The Proposed Development provides for 31 studio units, 197 1-bed units, 171 2-bed units, and 106 3-bed units.
- 4.7 The Proposed Development provides a mix of tenures: Private, Intermediate and Affordable. 35% of the residential floorspace (in terms of habitable rooms) is of intermediate / affordable tenure.

**Table 4.2 Residential Accommodation Schedule**

Block	Studio	1-bed	2-bed	3-bed	Total	Tenure
A	0	0	0	5	5	Private
B	0	14	0	4	18	Private
C	0	6	0	0	6	Affordable
D	0	9	11	7	27	Affordable
E	0	5	17	9	31	Affordable
F	12	18	16	14	60	Private
G	0	1	31	12	44	Private
H	6	18	20	18	62	Private
I	13	21	32	19	85	Private
J	0	37	20	0	57	Private / Intermediate
K	0	38	14	0	52	Private / Intermediate
L	0	15	10	10	35	Affordable / Intermediate
M	0	15	0	8	23	Affordable
<b>TOTAL</b>	<b>31</b>	<b>197</b>	<b>171</b>	<b>106</b>	<b>505</b>	-

### Site Arrangement

- 4.8 The layout of the Proposed Development is configured into thirteen development blocks connected by a new central 'green link' between Wells Way and Burgess Park. The new central route and square is activated at the ground floor by a range of commercial uses including retail and creative uses.
- 4.9 Figure 4.1 presents the proposed ground floor plan.
- 4.10 Large and small making units provide a central working hub with the existing industrial chimney acting as a focal point. The commercial uses are serviced by three yard spaces designed to accommodate deliveries and servicing requirements.
- 4.11 Residential uses in the form of houses and maisonettes are proposed at the ground floor at the edges of the site where the development integrates back with the neighbouring residential context.
- 4.12 The massing strategy has been sensitively developed to provide low scale primarily residential accommodation where fronting and adjacent to existing two and three storey houses along Parkhouse Street and Wells Way.
- 4.13 Residential blocks with commercial uses at ground floor gradually increase in height to a seven storey datum with articulated upper floors between eight and nine storeys. A fourteen storey building acts as a marker to this new creative quarter in Southwark.

### Block Arrangement

- 4.14 The Proposed Development is arranged into four key development blocks, as follows.

#### Blocks A and B

- 4.15 These blocks are adjacent to Burgess Park and propose 1-3 storey residential mews houses that sit parallel with the existing terraced houses on Parkhouse Street. The end of terraces are punctuated with 4 and 5 storey apartment blocks with maisonettes at the ground floor identifying the green link and access point to Burgess Park and the rest of the site.

<sup>1</sup> HTA Architects, 2017; 'Camberwell Union, Burgess Business Park Design & Access Statement'

### Blocks C, D and E

- 4.16 These blocks respond to the changing scale at this edge of the site providing a low-level block with a rear yard on Parkhouse Street and a screen to the site to the south-west at 49-65 Southampton Way.
- 4.17 At ground floor, large making space is accommodated to the north in close proximity to the chimney and the small making units in the mews street. A creative office to the south responds to the similar proposed uses along the future link from Southampton Way and Wells Way.
- 4.18 Residential floors above are accessed via a deck that allows for dual aspect apartments overlooking the central street and chimney. Block D is rotated at the chimney to provide a wide entrance point at Parkhouse Street. The blocks are stepped to provide a well-articulated street elevation from three storeys opposite the terraced houses on Parkhouse Street rising to five to eight storeys at the centre of the Proposed Development.

### Blocks F, G, H and I

- 4.19 These development blocks form the commercial heart of the Proposed Development. The layout has been designed as a rational perimeter block that is then calibrated to suit the context and its uses at ground floor.
- 4.20 A new mews street dissects through the middle between from Parkhouse Street aligned with the chimney, this is fronted both sides by a community of small making units.
- 4.21 An L shape block fronts the new green link and proposes a bike shop cafe and convenience store at each end where it meets Parkhouse Street and Wells Way.
- 4.22 A micro-brewery, gym and juice bar are all located towards the middle of these blocks.
- 4.23 A block connects the L-shape at the arc of Parkhouse Street which acts as a gatehouse and address for the new co-work office space.
- 4.24 A first floor podium provides communal amenity for all the blocks that is connected by a bridge across the mews street. There is a datum line set at seven storeys with two storey set-back floors above and a twelve storey building providing wayfinding from the local area and views across Burgess Park towards central London.

### Blocks J, K, L and M

- 4.25 These blocks have been designed to reflect the changing location on site. Maisonettes and flats at four storeys along Wells Way create a front-to-front relationship with the existing houses to the east.
- 4.26 On the corner there is a six storey marker block that provides an identifiable eastern entrance into the site with a bike shop/cafe visibly at the corner along a well-used cycle route. The building steps up towards the middle of the site to seven - eight storeys with set-back at nine storeys.
- 4.27 At ground these accommodate creative offices that front the green link and future connection with Southampton Way. They help build a working social community in close proximity to the microbrewery, gym and bike shop/cafe.

Figure 4.1 Ground Floor Plan (Not to Scale)



### Façade Design

- 4.28 The rich industrial history of the site has influenced the elevation treatment to create the appearance of a cluster of contemporary warehouse blocks. A robust and regular gridded facade with recessed panels creates a simple common functionality that is reminiscent of the design of historic warehouses and factory buildings.
- 4.29 Set-back floors at upper levels are designed with thin profiles that create a contemporary framed aesthetic that give the blocks the appearance of a contemporary roof extension. The commercial floors are clearly defined through the use of detailing including banding, profiles and surrounds to columns.

### Materials Palette

- 4.30 The general materiality is a red/brown brick to give a common identity to the Proposed Development that is punctuated with a yellow brick at key buildings at the junction with Wells Way, Parkhouse Street and the fourteen storey building.
- 4.31 An alternative grey/brown brick are proposed between blocks to provide a sense of variety.
- 4.32 Blocks share window types dependant on the brick variety and there are a mix of metal rail and perforate balconies.
- 4.33 The tops of buildings have a dark metal rain screen to match the colour of window frames and balconies.
- 4.34 At the commercial ground floor, concrete and metal banding, profiles and surrounds are used to express columns to emphasise the non-residential uses.
- 4.35 Figure 4.2 presents further information on the elevational strategy for the Proposed Development. Figure 4.3 presents the elevations for Blocks, G, I and F.

Figure 4.2 Elevations and Materials

ELEVATION STRATEGY

- 3 contemporary warehouse types
- Repeated brick grid throughout

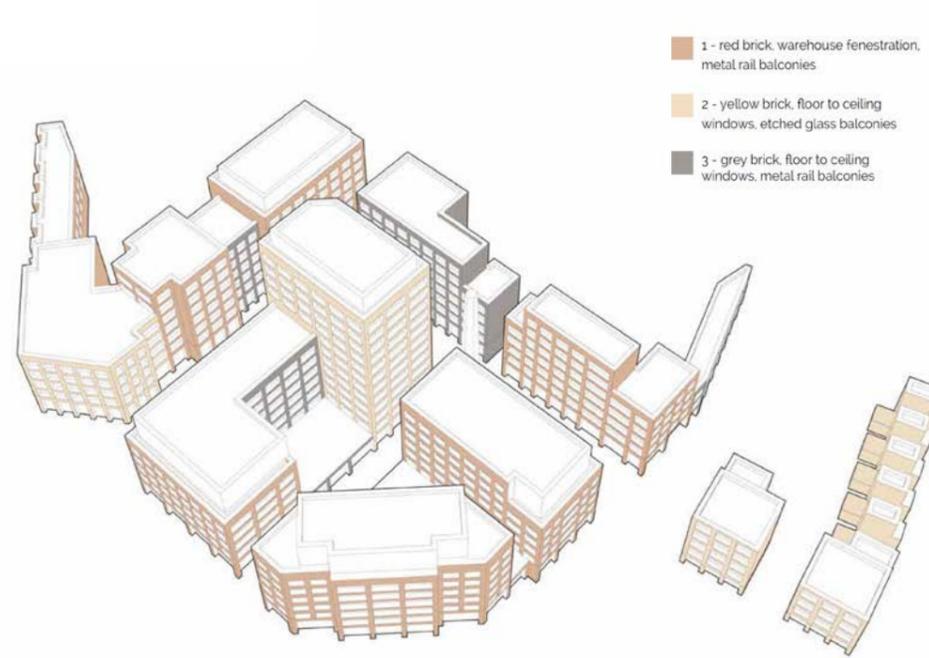
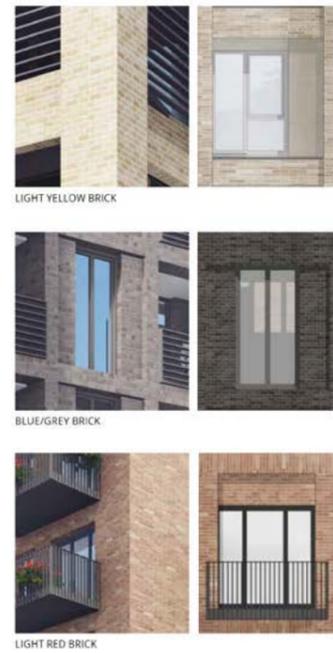


Figure 4.3 Elevations – Blocks G, I and F

ELEVATION TREATMENT - BLOCK G



ELEVATION TREATMENT - BLOCK F



### ELEVATION TREATMENT - BLOCK I



### **Vehicular Access**

- 4.36** There are two distinct parts to the site, which are bisected by Parkhouse Street. The northern part of the site, comprising Blocks A and B, has a two-way access from Parkhouse Street.
- 4.37** The main part of the site has two small car parks, one accessed from Wells Way and another accessed from Parkhouse Street. There is also be a central street, with controlled access from Parkhouse Street to the north of the site, west through the site with one-way operation westbound, exiting back onto Parkhouse Street.
- 4.38** This central street will have restricted vehicular access from Parkhouse Street for refuse collection and some deliveries only. This would be managed by automatic bollards or a barrier connected to the concierge via an intercom system. This bollard/barrier would be situated at least 6.0m from the back of footway of Parkhouse Street to ensure any vehicle awaiting entry is not obstructing the highway.
- 4.39** Vehicles passing through the central street would use a 4.0m wide designated route to the north of the chimney. They would be able to park or load where necessary, for example adjacent to refuse stores or building cores and entrances. They would not block the designated route and there are a number of passing places to accommodate this and provide flexibility, albeit the expected number of vehicles routing through the site is relatively low.
- 4.40** It is envisaged that this main central street would be frequently used for events such as farmers' markets and arts and craft fairs. This will be managed by the dedicated site management team and vehicular access through the street during these times would not be permitted. The occupiers would be alerted to these events in sufficient time to arrange delivery and servicing trips to accommodate.
- 4.41** Given the nature of much of the Proposed Development is maker space, there are three yards which provide a means for these uses to be serviced and make deliveries. These also reduce the need for vehicle trips through the central street; maximising its potential as a predominantly pedestrian environment.

- 4.42** Vehicle speeds would be very low and no vehicles will turn around within this area; they will exit in a forward gear. All new streets will be designed to adoptable standards.

### **Pedestrian and Cyclist Access**

- 4.43** There are a number of pedestrian and cycle accesses around the site to serve entrances to the blocks and secure cycle parking. The central street will serve as an important east-west route through the area for residents and visitors to the site, as well as other local residents. It connects Wells Way and the eastern end of Parkhouse Street with Burgess Park to the west.
- 4.44** The design of the central street is such that pedestrians and cyclists have priority over vehicles and there is a pedestrian route that is separate to that designated for use by vehicles. Cyclists would be able to travel in both directions through the central street and there is sufficient space as a result of the passing places and width of the designated vehicle route to accommodate them.
- 4.45** In order to ensure that the Proposed Development supports a coherent and connected cycle network, a portion of contraflow cycle lane could be introduced on Parkhouse Street between the central street's northern access and Wells Way.
- 4.46** The central street would cross Parkhouse Street and connect with Blocks A and B of the Proposed Development, as well as the scheme that is currently in for planning at 21-23 Parkhouse Street. The connection into Burgess Park from the site is currently indicative and will be confirmed with the LBS throughout the planning application consultation period.
- 4.47** There are also north-south connections that are provided within the Proposed Development which could link through to other developments to the south of the site towards Southampton Way.

### **Vehicle Parking**

- 4.48** The Proposed Development provides 18 'Blue Badge' spaces in total. These will be allocated and managed by the management company. The spaces are organised in 4 small car park locations with a maximum of 5 spaces at each location. These serve the Block A houses and allow direct access to the cores of Block B, Blocks H and I and Blocks J-M respectively. Spaces have 1.2m access strips to the rear and both sides.
- 4.49** The spaces will be allocated to specific units and new residents will be exempt from applying for on-street residential parking permits.
- 4.50** There will be no car parking provided for visitors to the site, who would be able to use the existing on-street pay and display spaces if necessary.
- 4.51** Electric vehicle charging points (EVCPs) will be provided as per the minimum requirements set out within the London Plan (2016). Their locations will be agreed with the LBS under a pre commencement planning condition.
- 4.52** All bollards/barriers providing secure vehicular access to the site will be set at least 6.0m back from the edge of footway. These will all be connected to the site concierge via an intercom system or access will be granted to residents through fobs or remotely.

### **Motorcycle Parking**

- 4.53** Motorcycle parking is provided in clearly marked areas of the car parks for residents and employees of the site. Their usage will be monitored through the Travel Plans to ensure a pertinent level of parking is provided for motorcyclists.

### **Cycle Parking**

- 4.54** Residential cycle storage is provided in accordance with the requirements of the London Plan (2016). The residential provision is for a total of 833 spaces (long and short stay). These are provided in secure, covered, enclosed, artificially lit residential bike stores which are located adjacent to the flats block cores that they serve. Bikes are stored using a two tier cycle stacking system. They are directly accessed from the street or rear yard and have a direct connection into the lift and stair cores of the flats block. All accesses are fob controlled. Individual houses and maisonettes are provided with bike stores located in front gardens.
- 4.55** Secure, covered commercial bike stores are shared between a small number of commercial units to maximise the efficiency of the provision. The maximum travel distance to the front door from the store is 65m.

**4.56** Short stay or visitor cycle storage is provided as Sheffield stands in four locations around the site. These provide for 72 bikes in total.

### **Cycle Hire Station**

**4.57** The nearest cycle docking station is at Rodney Road, Walworth; approximately 1.5km from the site.

**4.58** TfL has advised that there are aspirations for the provision at Rodney Road to be expanded further south towards Peckham, and that the redevelopment of the Aylesbury Estate includes the requirement to introduce a Cycle Hire docking station.

**4.59** The Applicant is willing to provide a suitable contribution to TfL for implementation of a docking station adjacent to the site, outside of the site boundary, which would be of direct benefit to the Proposed Development. Clarification will be sought from TfL as to where the docking station could be located.

### **Deliveries and Servicing**

**4.60** Regular daily small and medium sized deliveries can be made to the rear of the commercial units via the yards 1-3. The yard accesses serve all of the commercial units and will allow Market Way to be mostly traffic free and to have a pedestrian character. However occasional HGV deliveries of large goods and materials maybe possible via Market Way with the agreement of the full time concierge who will control the Wells Way / Parkhouse Street access.

**4.61** Yards 1-3 are large enough to provide a parking bay and turning movement for a medium sized van. HGV access is possible through Market Way. Commercial service vehicle parking or loading is not envisaged or required on Parkhouse Street or Wells Way.

### **Waste Management**

**4.62** Recycled and residual residential refuse storage has been designed in accordance with the requirements of LBS's 'Waste Management Guidance notes for Residential Developers'. Refuse storage is provided in secure, covered, robust, enclosed, naturally ventilated, artificially lit residential bin stores. These are located adjacent to the flats block entrance lobbies that they serve. They are accessible via a lobbied internal entrance from the common circulation and externally via doors which open on to the public domain.

**4.63** The following formula has been used to calculate the estimated total weekly refuse (recyclable and residual waste) arising from a residential development with communal refuse facilities:

- Total weekly refuse (L) = 30L per unit + 70L per bedroom

**4.64** LBS's guidance recommends that space be provided for recycling bins to accommodate 50% of this total weekly volume and residual waste provision is required for 75% of the total weekly refuse. Therefore:

- Recycling provision (L) = Total weekly refuse (L) x 0.5; and
- Residual waste provision (L) = Total weekly refuse (L) x 0.75.

**4.65** Based on the calculations above waste storage requirements have been calculated as follows:

- Studio and 1-Bed apartments:
  - Residual = 50l / dwelling
  - Recycling = 75l / dwelling
- 2-Bed apartments:
  - Residual = 85l / dwelling
  - Recycling = 127.5l / dwelling
- 3-Bed apartments:
  - Residual = 120l / dwelling
  - Recycling = 180l / dwelling

**4.66** Each communal bin store will provide the necessary number of 1100l Eurobins to accommodate the waste calculated per dwelling. Waste compactors operated by the management company will be used within the communal bin store of Block I due to the high quantum of Eurobins required.

**4.67** For residential bins, drag distances are typically 10-12m with one drag distance of 30m from Block B which will be managed by the management company. The houses within Block A will have their bins moved by the management company to a communal collection point on bin days. Bin collection will be from individual dwelling bin stores on Wells Way.

**4.68** Southwark does not have any specific commercial refuse guidance. The commercial bin stores have been designed with reference to another London Borough guidance (Hackney and Newham) and British Standard (BS) 5906:2005. Based on the recommendations for commercial refuse storage within these documents, the following waste storage requirements have been applied to the Proposed Development:

- Offices and Making Spaces – 2,600 litres per 1,000 m<sup>2</sup> of floor space;
- Retail Spaces – 5,000 litres per 1,000 m<sup>2</sup> of floor space; and
- Cafes and Food Provision – 1,500 litres per 20 dining spaces.

**4.69** Small sack compactors will be provided to the three largest commercial bin stores. The assumption is that refuse collections will be under a private collection contract which will be at a minimum of once per week and more frequently as required; and

**4.70** The refuse vehicle collection route will be along Wells Way, Parkhouse Street and the new 'Market Way'. Wells Way and Parkhouse Street are public highways. The new 'Market Street' will be an un-adopted private street with controlled drop bollard access and egress from and on to Parkhouse Street.

### **Structural Design**

**4.71** The superstructure has been designed as an in situ reinforced concrete framed structure with a typical structural grid of 6 x 6m. The grid has been optimised to avoid transfer structures between the residential and commercial floors. Lateral stability is provided by reinforced concrete shear walls to the circulation and lift cores. A basement plant room under Blocks H and I are assumed at this stage to be formed with contiguous piling. The houses to Block A are made with traditional masonry load bearing walls with timber floors and roof structures.

### **Building Services**

#### *Heating and Hot Water*

**4.72** The main development except Blocks A and B will be serviced via an on-site Energy Centre located at basement level below Blocks H and I, this will incorporate a CHP and gas fired boiler with distribution across the site.

**4.73** Dwellings within Blocks A and B will be served by individual condensing gas boilers to the houses and communal heating to Block B. This is to avoid possible maintenance, lease and wayleave issues associated with running connecting services across the public highway.

**4.74** Each apartment will be fitted with a Heat Interface Unit (HIU) with integral heat meter for the purposes of billing and metering. Distribution will be made via dedicated heating risers.

#### *Cold Water*

**4.75** Boosted cold water tanks are located within the ground floor mechanical plant rooms of each Block.

**4.76** New residential dwellings and non-residential tenancies will be provided with water metering.

**4.77** The Proposed Development has been designed so as to minimise the need for water e.g. by installing efficient water fittings. The residential dwellings within the Proposed Development should therefore achieve a potable water use target of 105L per person per day.

**4.78** With regards to existing water supplies, the Thames Water Authority (TWA) are currently supplying the following services to the vicinity of the site:

- a 150mm and 100mm main located within Parkhouse Street which was laid circa 1960;
- a 150mm main laid in Wells Way; and
- a 175mm main located in Southampton Way.

**4.79** TWA asset maps indicate a connection from Parkhouse Street into the site and also two connections from Southampton Way, one of these being a potable water supply and the other being a fire supply into site.

### *Sprinklers*

- 4.80** All Blocks with a floor over 18m in height from ground level will be served by a sprinkler fire suppression system on all floors. Blocks D and F to I (inclusive). will be served by the system. Therefore 360 dwellings or 71% of the dwellings in the Proposed Development will be sprinkler protected. A dedicated wet riser will be provided to each Block core supplied by a single, whole scheme, sprinkler tank located in the central underground plant room below Blocks H and I. This will be served by a dedicated secondary power supply or generator located on-site.

### *Foul Drainage*

- 4.81** Thames Water have a 300-diameter combined sewer located under Parkhouse Street, a 1050x780 mm sewer in Southampton Way and a 1000 x 650 sewer in Wells Way. Thames Water has confirmed that there is sufficient capacity within the existing foul drainage network to accommodate the anticipated foul volumes from the Proposed Development.
- 4.82** A system of foul water drainage has been designed to collect foul and waste water discharges from the Proposed Development and for their discharge into the site wide sewer network.
- 4.83** The discharges shall be collected utilising a system of fully ventilated soil and vent pipe systems and horizontal collection drainage pipework internal to the buildings and these will discharge by means of gravity outflows to the drainage network around the site and finally connect to the sewers in the adjoining Parkhouse Street, Southampton Way and Wells Way.
- 4.84** All drainage below grade within the basement level will connect to the gravity drainage systems prior to exiting the buildings by means of foul water sumps and pumps which shall be sized to alleviate pump wear and short circuiting.

### *Electricity*

- 4.85** Two new substations will be provided across the site including a double substation. In addition an existing substation will be re- provided. All electrical meters for apartments are to be within a dedicated and combined arrangement per floor level.

### *Ventilation (Residential Dwellings)*

- 4.86** Each residential dwelling will be provided with a Mechanical Ventilation with Heat Recovery (MVHR) system, sized to achieve ventilation rates in accordance with Building Regulations Part F. The system will be mounted at high level within a dedicated mechanical and electrical plant cupboard and act as the main source of air distribution and exhaust for the residential dwelling.

### *Flood Resistance / Resilience*

- 4.87** The site lies within Flood Zone 3 (high risk). The site lies at an elevation of approximately 2.5m AOD; which is 2.31 m below the present day extreme flood level. However, the site is in an area benefitting from the River Thames flood defences.
- 4.88** The River Thames flood defences along the Southwark section of the river provide a standard of protection up to the 0.1% annual probability combined tidal and fluvial event until 2070. Future refurbishment, replacement and small upgrade work will be required and this is expected to start around 2035. The site is not located within the EA's modelled breach inundation zone, so flood mitigation is not required.
- 4.89** The EA's risk of flooding from surface water map shows that the majority of the site has a very low risk of surface water flooding. Areas in the eastern part of the site have a low risk of surface water flooding and Wells Way and Parkhouse Street have areas of medium and high risk of surface water flooding.
- 4.90** The SFRA indicates that the north of the site has the potential for groundwater flooding.
- 4.91** The assessment of groundwater flood risk to the proposed basements concluded that a Geotechnical Investigation is required to establish the peak groundwater levels at the site. Construction of the basements would incorporate flood resistant techniques (i.e. wall tanking) and, therefore, should not be adversely affected by groundwater flooding. Given the information obtained from local borehole records, it is anticipated that there will be no significant groundwater displacement as a result of the basements and, therefore, the Proposed Development should not increase local groundwater flood risk.

- 4.92** A review of further EA maps and the SFRA have identified that there are no other significant sources of flooding at the site, i.e. from sewers or reservoirs.

- 4.93** It is proposed to raise the Finished Floor Levels (FFLs) 300 mm above the existing ground levels in the parts of the site that are at risk of surface water or groundwater flooding and ensure that the basement threshold level is above the peak groundwater level.

- 4.94** Flood resilient design standards are to be considered for the development (if necessary) and the site would sign up to the EA's flood warning service for the River Thames. It has been demonstrated that the site is not affected during a tidal breach inundation event and, therefore, it would not be necessary to evacuate the site should the River Thames defences fail.

- 4.95** In the event of surface water or groundwater flooding, safe access/egress is provided in an easterly direction via Parkhouse Street leading to Southampton Way or in a southerly direction along Wells Way. For the part of the site to the west of Southampton Way, safe access is via the access road onto Southampton Way. In the event of basement flooding, safe access would be provided to the upper floors of the building.

### *Surface Water Drainage*

- 4.96** Surface water run-off from the buildings and areas of green roof and landscaped podium areas will exit the buildings via a network of rainwater downpipes and suspended drainage to the exit point of each building, and from this point the surface water drainage will route around the site to three surface water attenuation tanks which shall combine their outfalls and discharge via a flow control device to the localised sewers in Parkhouse Street via a gravity drainage connection. The surface water drainage will be discharged from the attenuation tanks into the sewer at greenfield run off rates and volumes up to and including the 1 in 100 year event plus climate change.

### *Energy and Sustainability*

- 4.97** The CO<sub>2</sub> reduction objective of adopted policies including National Planning Policy Framework, London Plan and the LBS is to meet 35% improvement against Building Regulations 2013 Part L1A and L2A target emission rate. In addition, after 1st Oct 2016 "Zero carbon" homes will be the target for major development where residential elements of the application achieves at least 35% CO<sub>2</sub> reduction in regulated emissions beyond Part L1A 2013. The remaining regulated carbon dioxide emissions, to 100%, are to be offset through a cash in lieu contribution to the LBS to secure delivery of CO<sub>2</sub> savings elsewhere.

- 4.98** Following the Mayor's Energy Hierarchy, the CO<sub>2</sub> reduction will be achieved through investment in high performance building fabric and energy efficient engineering systems for residential apartments and non-residential areas. The Proposed Development will achieve approximately ~35.64% improvement over Building Regulations Part L 2013. Additional developer's commitment to off-set the remaining CO<sub>2</sub> reductions through financial contribution will assist in achieving the zero carbon homes policy objectives.

- 4.99** The proposed energy efficiency measures to deliver this performance are summarised below:

- Construction of highly insulated fabric and low air tightness;
- Heat recovery on MVHR in residential apartments and air handling unit plant;
- Multi pressure sensors on pumps and fans;
- Provision of lamps/luminaires with high efficacy and efficient lighting controls;
- Provision of combined heat and power (CHP) within communal plantroom;
- Provision of efficient air source heat pumps (ASHP) systems for cooling in non-residential retail/office areas; and
- Provision of PV panels on sedum roof.

- 4.100** In addition, the Proposed Development will target BREEAM "Excellent" rating for the retail (A1-A3 Use Classes) and office (B1a-B1c Use Classes) units, under BREEAM New Construction (2014). BREEAM Pre-Assessment Planning Reports for the Office (Shell) and Retail (Shell) have been prepared and submitted as part of this application.

## Public Realm

4.101 The overarching concept for the public realm is shown in Figure 4.4.

### Central Street

4.102 The central street is the main spine through the Proposed Development, and the creative heart and soul of the community. It is carefully organised to operate as a flexible space for workers, residents, and visitors, supporting the flourishing creative community at Camberwell Union and providing a new piece of urban fabric for the wider area.

4.103 A very clear spatial arrangement is required to organise the movement of vehicles and people, and set up a framework that can be inhabited and appropriated. A central 'activity strip' is provided in the centre of the street, and is made up of a series of garden rooms and flexible plots. The garden rooms are small vegetated spaces for respite that provide urban greening and a visual continuity through the space. 6 x 6m flexible 'plots' sit between these garden rooms, available for use by the creative operators and community for temporal and experimental uses. The square and the historical chimney provide breaks to this rhythm, at the main junctions with the wider street network.

4.104 This central activity strip provides a clear delineation for vehicular movement, with a 5m shared surface on one side and a narrower pedestrian only route on the other. Each commercial unit has a minimum 1.5m demise, providing a tangible relationship between the ground floor uses and the public realm.

Figure 4.4 Public Realm Masterplan



## Square

4.105 The square sits at the elbow of the Central Street, and is approximately 20 x 20m. It provides a larger, predominately hard space for events and activities that have outgrown the plots. The square is carefully sited at what is likely to be the key axis of future pedestrian links through the adjacent site at 49-65 Southampton Way, and as such is integral to the future urban grain of this part of Camberwell. The tallest building has its address on the square, and a single large feature tree sits on the main axis.

## Mews

4.106 At 7m wide, the mews is an intimate space brimming with character, that is enlivened by the creative uses along it. Its orientation towards the chimney gives prominence to this historical feature and terminates the view. The space is completely hard surfaced, with 1.5m commercial demise for the maker units on both sides to spill out.

## Parkhouse Street

4.107 A variety of uses including an office, convenience stores and café create the frontage to Parkhouse Street. This will be a positive change to the current situation which is very inward looking. A generous pavement is provided to ensure adequate space for street tree planting, to help instil a street character that has been lost in the preceding decades.

## Wells Way

4.108 The houses to Wells Way are set back from the road to allow adequate privacy buffers and a small front yard, typical with the character of the surrounding streets. A young tree line has been installed along this stretch of Wells Way recently, and any trees which need to be removed will be replaced for continuity. The two large trees to the south are retained and will assist in embedding the new development into the surrounding context.

## Yards

4.109 The yards are functional spaces, accommodating the everyday servicing and delivery for the adjacent creative enterprises. These back of house spaces are integral to support the creative operators, especially makers, fabricators and workshop activities which may need extra outdoor space from time to time for messy or collaborative work. The management of the development will ensure that all operatives co-exist. There is minimal design intervention on these simple hard surface spaces – necessary parking is marked out and drop bollards are provided to manage who enters.

## North Site (Blocks A and B)

4.110 Blocks A and B are located between Central Street and Burgess Park, and are sensitively arranged to respect the ecological requirements of Burgess Park (specifically bats and lighting considerations). The boundary to Burgess Park will benefit from a mixed species native hedge and planting as required to ensure bats and other forms of wildlife are appropriately accommodated. The main access to the site is hard paved, and has been designed with any future development at the adjacent 21-23 Parkhouse proposed development in mind.

## Podium and Roof Terraces

4.111 A series of roof gardens and podium spaces are provided as communal amenity. These spaces supplement the private amenity provided by balconies and back gardens. Much of this amenity space is utilised as flexible play, but a number of areas are designed with adults in mind, to ensure that people of all ages are catered for. Where amenity terraces are adjacent to play areas careful design elements have been incorporated to provide adequate separation, so that residents without children can enjoy the spaces whilst families with younger children have dedicated play areas.

4.112 Southwark's 'New Homes Design Standards' stipulate that a minimum of 50m<sup>2</sup> of communal amenity space should be provided for every block of flats. This has been achieved, but in some instances larger spaces are shared between several blocks and access is shared:

- Block B has a 50m<sup>2</sup> roof terrace;
- Blocks J and K shared a 100m<sup>2</sup> terrace;
- Blocks D, L and M share a roof terrace of minimum 200m<sup>2</sup> above block L;
- Block E has its own 50m<sup>2</sup> roof terrace;

- Block F, G, H and I share a podium garden of approximately 500m<sup>2</sup>, which is connected by bridge across the Mews below.

4.113 The following objectives are established for the design of the podium and roof gardens:

- Timber pergolas and planted screens are used as required to mitigate against wind and provide shade for seating in exposed areas;
- All planting is in raised planters to provide sufficient rooting volume;
- Large shrubs are used in place of trees to create structural planting with character and atmosphere;
- Planting is to be robust, resilient and appropriate for exposed locations - drought tolerant and wind resistant;
- Automatic irrigation/ watering system will be in place for all planted areas on roofs / podiums;
- Seating is integrated in raised planters to reduce clutter;
- Private terraces adjacent to the podium have a defensible planting strip and balustrade to create appropriate separation for privacy;
- The hard landscape palette will include weather resistant materials including composite decking, paving units and artificial grass to encourage year-round use; and
- Fixtures and fittings to conform to project colour scheme, and be selected for a material palette including wood, steel, and brightly coloured metal.

### Children's Playspace

4.114 The play provision at the Proposed Development is defined and provided in accordance with the Mayor of London's 'Shaping Neighbourhoods: Children and young people's play and informal recreation' Draft Supplementary Planning Guidance<sup>2</sup>.

4.115 Play provision is distributed within the podium courtyard and rooftops courtyards to create a playable landscape containing a variety of play types and areas.

4.116 The intention is that the rooftop play areas will provide a more intimate 'door step' play experience for the resident children, and the podium courtyard will provide a more natural doorstep play as well as an amenity lawn for all ages.

4.117 Equipped play for 5-11 is not provided on site, due to the close proximity to Burgess Park and other neighbouring play areas.

4.118 To ensure fun, challenging and safe play the following design principles will apply:

- The minimum fall protection from the podium edge (to the public realm or internal car park) will be 2m height and anti-climb by design;
- There will be a minimum of 4m separation between play areas and homes, with defensive planting to screen the residential units;
- Play spaces will have a distinct character including a mix of bespoke and off -the-shelf play equipment appropriate to their location and target age of children using the space;
- The podium play space will incorporate elements of soft landscaping; and
- All play spaces will incorporate some degree of natural or artificial shading.

4.119 The podium play spaces will also benefit from the natural surveillance provided by overlooking from the surrounding residential buildings, with the added security derived from access control to buildings.

4.120 680m<sup>2</sup> of door step playable space for 0-5-year olds is provided within the Proposed Development.

4.121 Figure 4.5 identifies the location of this provision across the Proposed Development.

Figure 4.5 Playspace Provision



### Wind Mitigation

4.122 At proposed ground level amenity spaces, a number of locations require localised mitigation measures in the form of planting and/or trees or solid barrier screens at 1.2m height which would provide additional shelter to these areas and bring the wind conditions down to 'Sitting' in the summer season which is suitable for the intended use.

4.123 The use of solid barrier screens is not a preferred design solution due to these compartmentalising the public realm. As such, if planting / trees cannot be provided at these discrete locations, no fixed seating will be provided in the areas noted as suitable for 'Standing' conditions in the summer season.

4.124 In addition there are a number of balconies which require mitigation measure to provide suitable wind conditions for the intended use. At these locations, replacing the porous balustrade with a solid alternative, and increasing the height of the balustrade to 1.5m, will provide additional shelter to these areas.

### Secure by Design

4.125 The proposal is a mixed-use development, meaning it will serve a range of users. A vibrant open space will be created at the heart of the scheme, with independent shops and cafes/restaurants giving the area a unique feel. The series of open public spaces will attract a constant stream of visitors to the area and help to deter criminal activity. Onsite security will be provided within the public spaces to help reinforce the safety of the area. An ongoing management led maintenance plan will be put in place to avoid the area becoming run down and attracting anti-social behaviour.

4.126 Each of the blocks will be entered via remote access control to main entrances ground floor stairs. For every floor there will be remote access to the lobby and corridor doors and access doors to the podium. All ground floor doors and windows are designed to be Secure by Design accredited. The use of external lighting to BS-54892013 will ensure that pedestrians and cyclists feel safe in the public realm and communal areas.

### Ecological Enhancements

4.127 The following ecological enhancements are incorporated into the landscaping strategy for the Proposed Development:

<sup>2</sup> Mayor of London's 'Shaping Neighbourhoods, February 2012: 'Children and young people's play and informal recreation' Draft Supplementary Planning Guidance'

- Provision of a mixed native hedge along the boundary of the northern site with Burgess Park which will supplement the existing trees along the boundary (on the side of Burgess Park) as a commuting and foraging corridor for bats species;
- Careful design to limit unnecessary light spill from the Proposed Development into Burgess Park; and
- The installation of two bat boxes within the Proposed Development.

**4.128** In addition to the above, the Proposed Development provides bird nesting opportunities through additional tree planting across the site. The proposed development includes 39 new trees within the site boundary. 1 replacement sapling is proposed to mitigate the removal of 1 sapling on Wells Way. The species mix is varied and will include a mixture of native and non-native tree planting in a range of sizes.

**4.129** Good horticultural practice will be utilised, including the use of peat-free composts, mulches and soil conditioners, native plants with local provenance and avoidance of the use of invasive species listed on Schedule 9 of the Wildlife and Countryside Act 1981 (as amended)<sup>3</sup>.

---

<sup>3</sup> HM Government, 1981. Wildlife and Countryside Act 1981. London: HMSO.