



**Camberwell Road, London**  
for A2Dominion

# Addendum Planning, Design and Access Statement

February 2017



**including information prepared by**

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REPORT CONTRIBUTORS

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## **1.0, 2.0 & 3.0**

Introduction, Background to the  
Scheme & Preferred Approach



## 1.0 INTRODUCTION

This document has been prepared by A2 Dominion (A2D) and its appointed design team, led by Fourpoint Architects in response to the residential led mixed-use development at 16A Wyndham Road and 166-176A (even) (The Site), which has not been built out in accordance with planning permission 14/AP/0175.

The document sets out the background to the site, the current situation leading to this application for a proposed amended scheme design to resolve the existing planning issues.

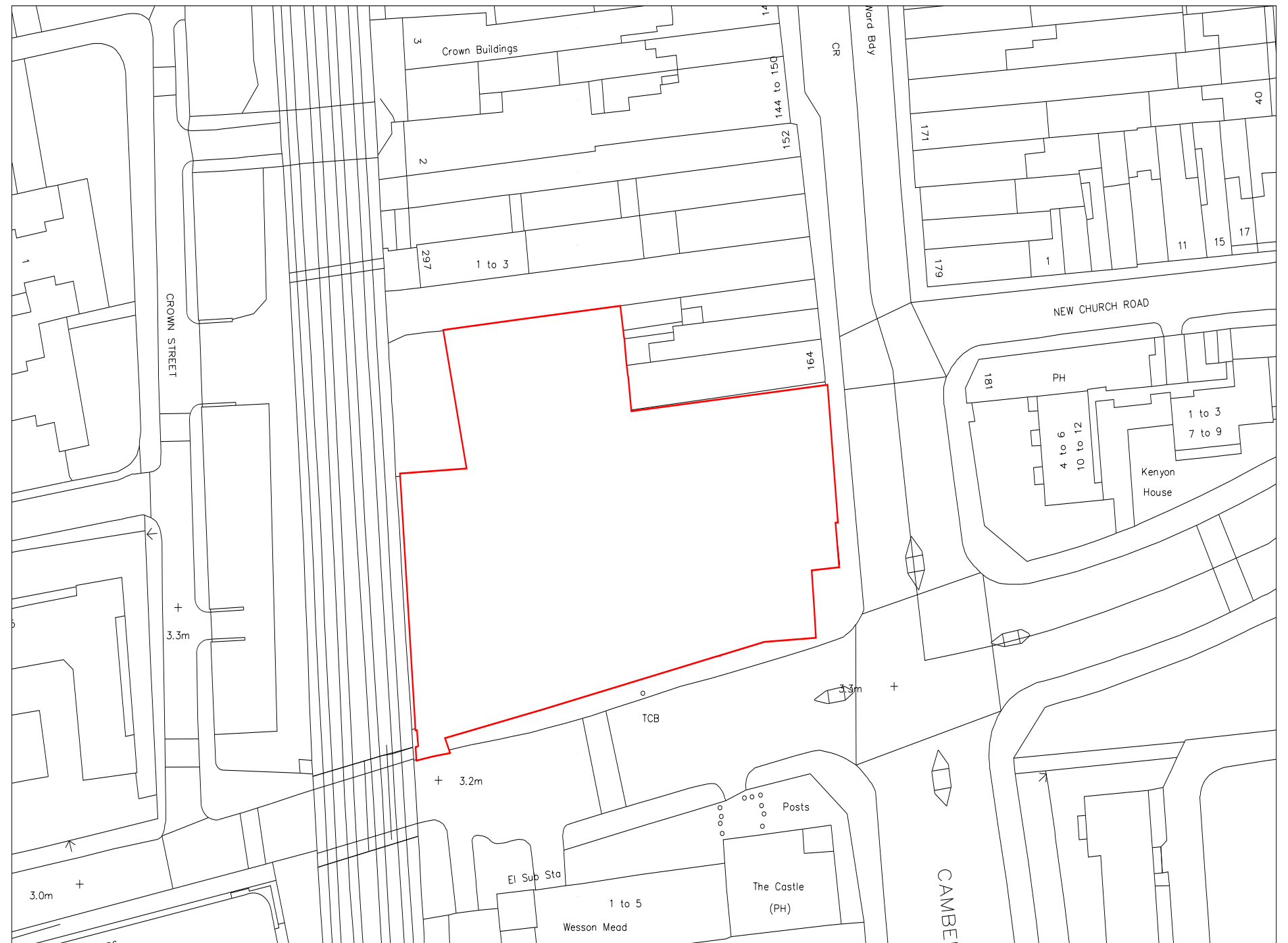
On 12th October 2016, a Pre-Application Advice meeting was held at LB Southwark Planning Department's offices and this document responds to matters raised within that meeting.

The document identifies the existing breach of planning permission brought about by Parritt Leng (the previous owners of the site) and the steps that A2D has taken since it became aware of the planning issue, including the termination of Parritt Leng's contract to build out the remainder of the scheme and the purchase of Block 10, which until September 2016 had been retained by Parritt Leng.

This document supports the retrospective planning application under section 73A of the Town and Country Planning Act 1990 to regularise the current situation.

The document goes on to identify the existing issues with the scheme as built out and the amended scheme proposals that make use of the existing structure, whilst seeking to ensure that development is acceptable in planning terms given technical and financial considerations.

The document also seeks to address a number of the pre-commencement/above grade conditions and S106 obligations considerations that will be required for works to resume on site.



**SITE LOCATION** | Area map showing site outlined in red



2.0 BACKGROUND TO THE SCHEME

The site (comprising 16A Wyndham Road and 166, 168, 170, 172, 174 176 and 176A Camberwell Road) is 0.29 hectares in size and is located at the junction of Wyndham Road and Camberwell Road, which bound the site to the south and east.

On 30 May 2014, Parritt Leng secured planning permission (ref. 14/AP/0175), subject to S106 legal agreement for the following development:

*Redevelopment of the site including demolition of existing buildings and erection of a residential led mixed use scheme comprising five new buildings (Block 07: 9 storey, Block 08: 6 storey, Block 09: 4 storey, Block 10: 4 storey and Block 11: 5 storey) containing 82 flats (16 x one bed, 46 x two bed, 19 x 3 bed and 1 x four bed), 222m2 new retail floorspace (Class A1 use) and 516m2 of artist studios and associated gallery space (Class B1 / D1 use). The development will also provide 7 disabled car parking spaces, cycle storage, refuse storage and associated landscaping.*

Parritt Leng Ltd were the previous owners of the Site. A2Dominion Group (A2D) acquired the majority of the site with full planning consent (14AP0175) in May 2014 from Parritt Leng, with Block 10 at the rear of the site retained by Parritt Leng.

Under the contractual arrangements between A2D and Parritt Leng, Parritt Leng were the land owners, designers and contractor responsible for building out the Site in accordance with the planning permission.

A2D entered into an amended JCT D&B contract on 10th June 2014 with PLCM (UK) Limited (PLCM). Parritt Leng was responsible for securing planning and the contractors to build out the Site in accordance with the planning permission.

Prior to the end of 2015, A2D became aware that there were issues on the A2D part of the site pursuant to the planning permission (14AP0175) which Parritt Leng were contractually responsible for building out.

A2D raised the issues with Parritt Leng, who confirmed that it was dealing with these issues with the Council and its officers and that it was agreed with the Council that these changes would be dealt with by way of a s73 permission, which was not the case.

As soon as this came to light A2D contacted the Council with a view to working with the Council to resolve any issues on the site. Discussions at both political and procedural (planning) levels have taken place throughout summer 2016.

A2D terminated the contract with Parritt Leng due to non- performance under the contract and slow progress combined with non-compliance with planning requirements. A2D has taken control of the site with a view to working with the Council to resolve the planning irregularities.

Legal proceedings between A2D and Parritt Leng are ongoing and A2D has made all efforts to remove all vestiges of Parritt Leng and that includes buying out their retained land position. It has been a complicated process, but A2D completed on Block 10 in September 2016 and now have full ownership of the entire site.

2.1 ISSUES ASSOCIATED WITH THE CONSENTED SCHEME AND NEXT STEPS

A2D now owns the site in its entirety (as of September 2016) and acknowledges that the structural frame that has been fully built out differs in many respects from the consent granted.

In seeking to resolve the existing situation, A2D has responded to Planning Contravention Notices (ref 16/EN/0023) issued to both itself and the previous landowner of Block 10, formally acknowledging that the frame of the development as built out by Parritt Leng and their contractors on site has not been built out in accordance with the approved plans, and that as owners of the site, A2D intends to work with the Council and prepare proposals to ameliorate the problems caused by the deviation from the approved plans as far as is feasible.

To this end, A2D instructed a full new design team plus associated technical consultants in the summer of 2016 to prepare a comprehensive assessment of the planning deviations inherent in the structure that has been erected on site, together with an outline strategy for resolving the situation.

The assessment concluded the following:

- 1. That the scheme as consented could not actually be built out for a number of reasons, including:
  - Post demolition surveys revealed, that the north end of the site is closer to Block 10 than previously thought, while 166 Camberwell Road party wall has fireplaces and other protrusions meaning that the footprint of Blocks 09 and 11 have had to move south by 550 mm.

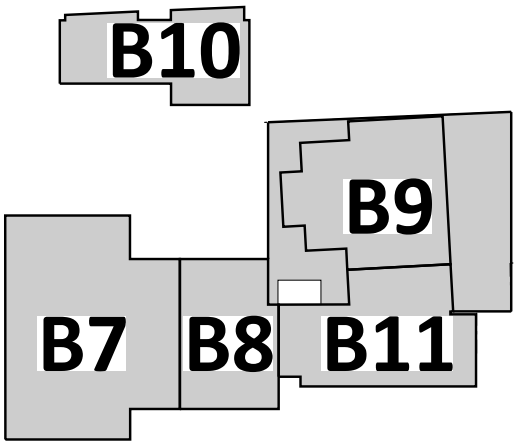


DIAGRAM | Layout plan showing block locations



IMAGE | Current condition on site - Photograph taken by Fourpoint Architects 25/08/2016



- Minor structural implications have changed internals for structural efficiency and shear walls have increased core sizes. Cores and flats are bigger to accommodate dry risers, escape distances and lift shafts, as well as riser demand for communal heating and heat interchange units.
- The scheme's neighbouring building lines on Camberwell Road appear to have been inaccurately surveyed at planning stage, leading to a discrepancy between the consented drawings and existing topographical information. See Section 4.0 for further details.
- The units shown on the consented drawings, when measured on plan, do not appear to match the areas stated on the accommodation schedule and written on the drawings. Approximately 50% (45 of the 82 units) do not comply with LB Southwark standards with the shortfall average around 3m<sup>2</sup> and varying from 0.2m<sup>2</sup> to 7.8m<sup>2</sup> for individual units. 6 out of the 8 wheelchair units do not meet the South East London Wheelchair Housing Standards minimum areas by between 0.3m<sup>2</sup> and 5.9m<sup>2</sup> (refer to section 5.7 of this document for further details).
- Confirm any other discrepancies between what was stated in the consented documents and what was actually drawn on the consented drawings.

2. Further issues with the approved drawings show that lift overruns were excluded from the PL elevational drawings.

3. A2Dominion is seeking to avoid any alterations that involve cutting into the frame which may risk invalidating its warranty, thereby rendering the structure un-useable and resulting in further significant financial losses. The revised cost estimate for completing the construction of the development with the existing frame in place now equates to an eight figure sum.

For the most part however, the departures are relatively modest in scale (generally within 0.5m from the approved drawings) and are accompanied by changes such as the reorientation of some cores, increases in floor to ceiling heights and minor changes to fenestration arrangements.

Following the initial assessment by the A2D's professional design team, formal pre-application discussions with Planning Officers took place in October 2016, where it was agreed that the submission of a retrospective planning application under section 73A of the Town and Country Planning Act 1990 would be an appropriate way forward to regularise the current situation.

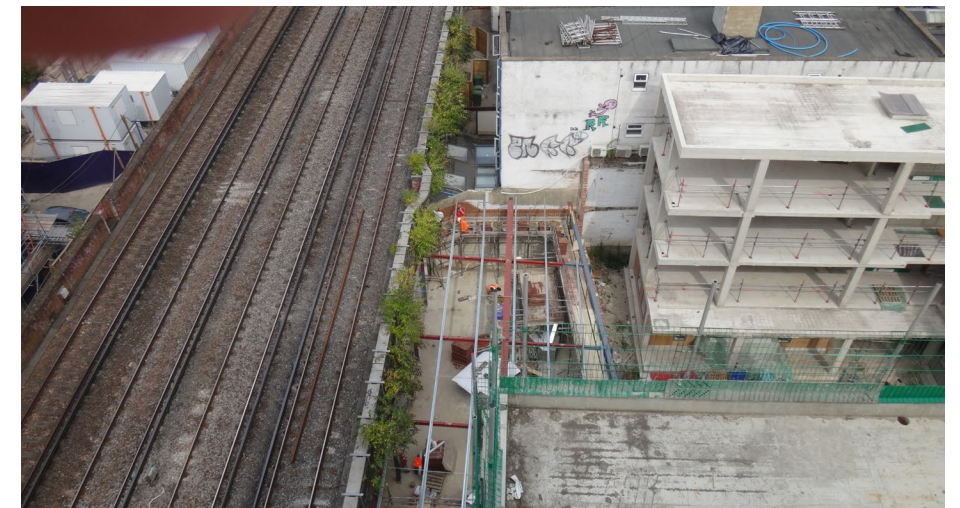
In developing the retrospective application proposals, A2Dominion's design team has comprehensively tracked and analysed the precise

extent of all departures from the consented scheme and evaluated these against current development plan policies and other material considerations. The overall conclusions are that the scheme is acceptable in planning terms, and taken in the round, is not significantly different from that consented.

*Information provided by Portfolio Town Planning*



**IMAGE** | View showing south east corner of building - Photograph taken by Fourpoint Architects 25/08/2016



**IMAGE** | View showing Block 10 built at closer proximity to existing buildings on north end of site - Photograph taken by Fourpoint Architects 25/08/2016



**IMAGE** | View of roof tops - Photograph taken by Fourpoint Architects 25/08/2016



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4.0

Consented Vs Current Situation





4.0 CONSENTED VS CURRENT SITUATION

The following pages demonstrate the deviations that exist between the consented scheme and developed as built on site

BOUNDARY WITH 164 CAMBERWELL ROAD

In analysing both the consented scheme and proposed scheme in relation to a 2016 topographical survey commissioned by A2Dominion, it has become apparent that the building line at 1st floor level does not align with the adjacent building (164 Camberwell Road) due to inaccurate context information on the approved planning drawing.

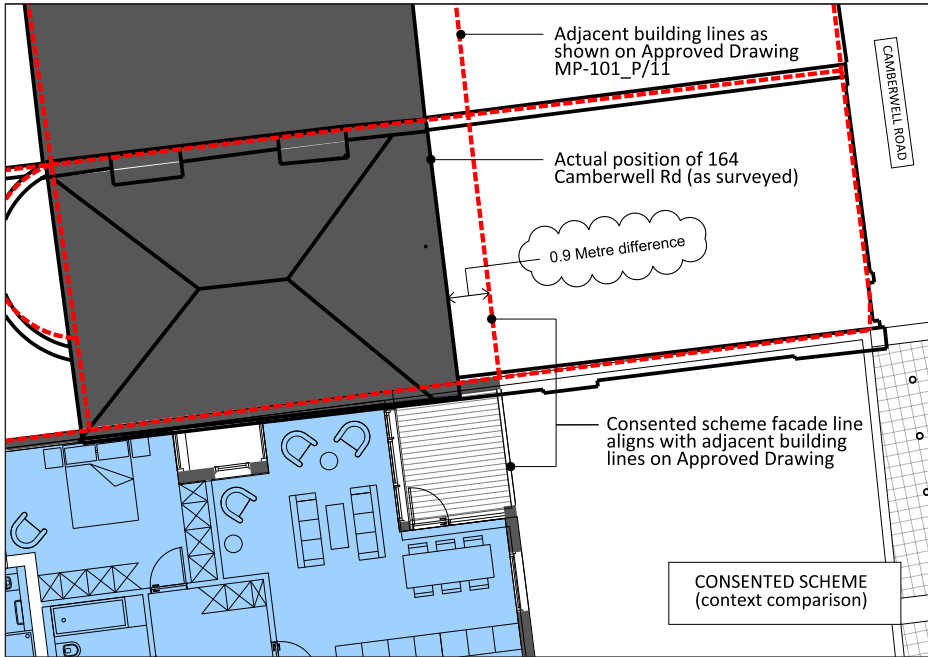


IMAGE | View of juncture between scheme and existing Camberwell Road buildings - Photograph taken by Fourpoint Architects 25/08/2016

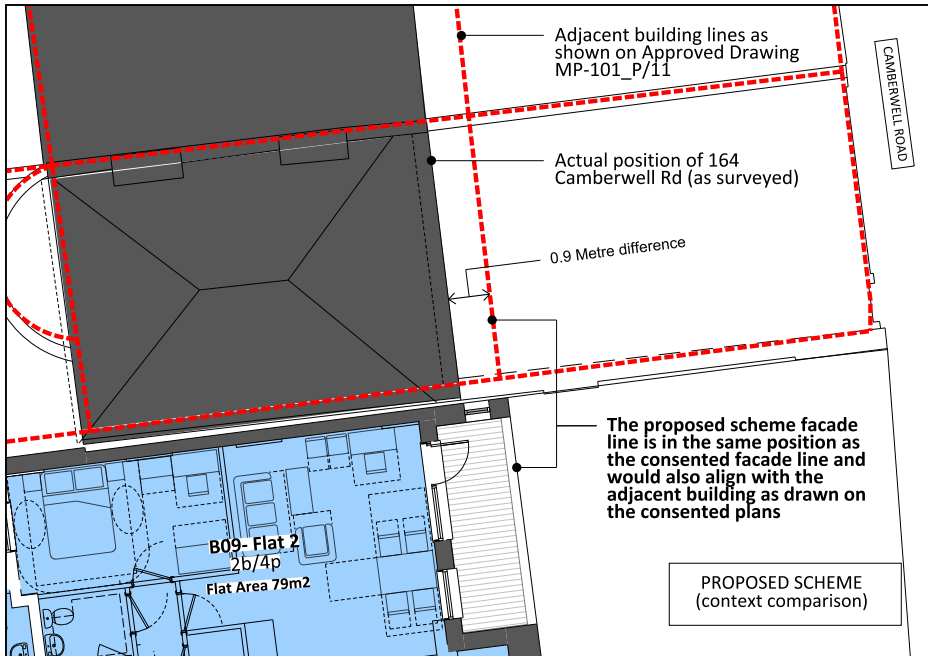
The diagrams to the right compare the adjacent “building lines” as drawn at planning stage (dashed in red) with the 2016 topographical and both the consented and proposed scheme, and indicate that the proposed scheme (based on the frame as-built) is in the same position as the consented scheme, but that the adjacent building lines are approximately 0.9 metres further back from the street than originally assumed at design stage.

The proposed facade line is in the same position as the consented facade line.

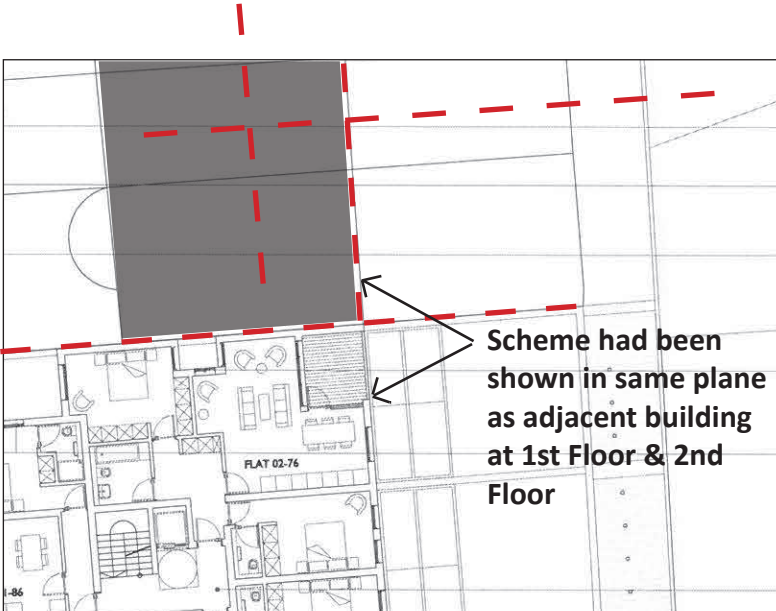
The position of the adjacent building shown on the consented plans varies from the actual position of the building as surveyed.



CONSENTED | Context Comparison Extract



PROPOSED | Context Comparison Extract



CONSENTED | Consented Plan Extract

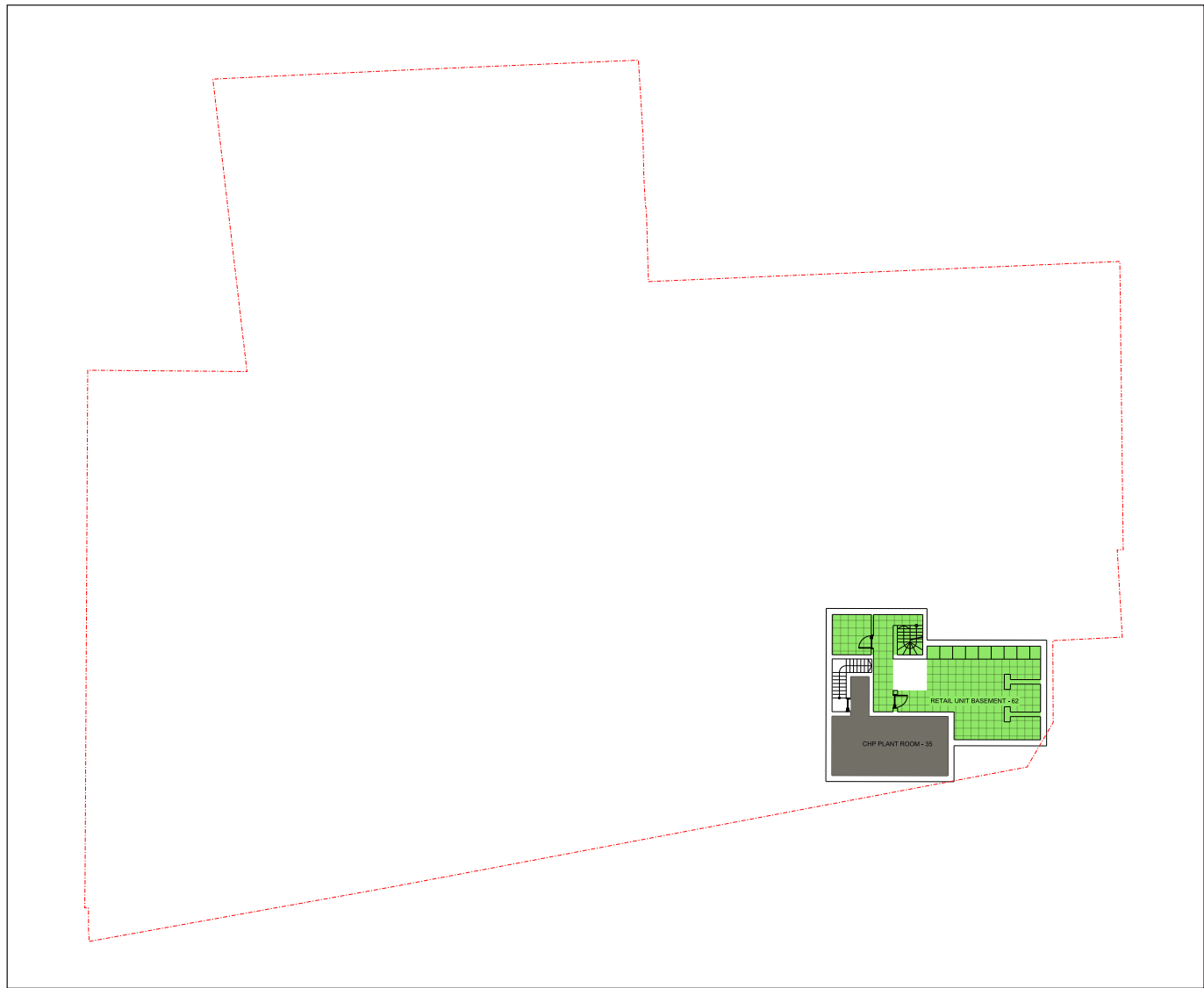
Note: More detail in section 4.3.3

4.1 COMPARISON PLANS

The following section is a series of diagrams highlighting differences between the previously consented scheme and the proposed scheme, at all floor levels.

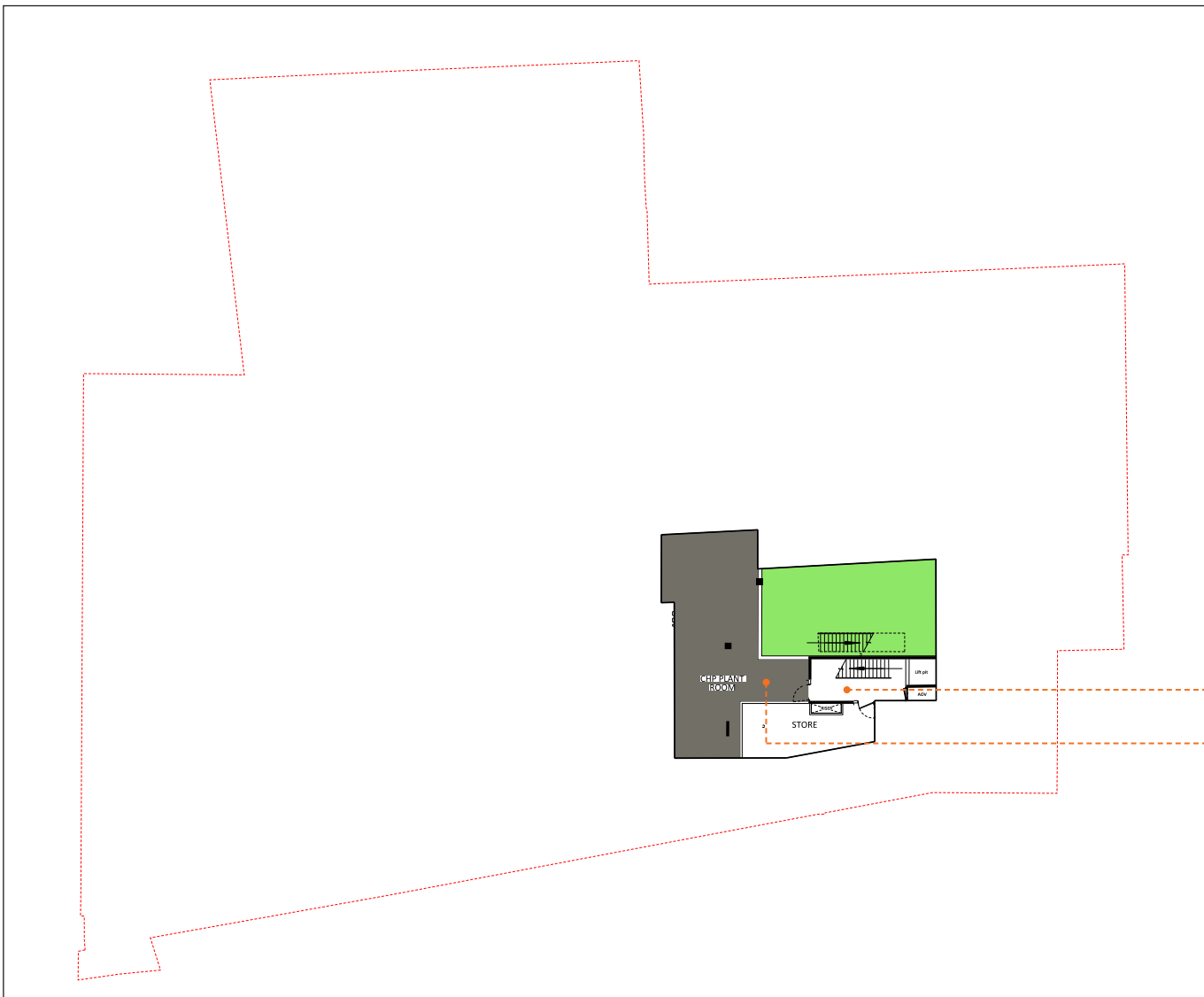


PLAN - Basement Floor



CONSENTED | Basement Floor

- KEY
- Retail - A1 Class
  - Plant Room



PROPOSED | Basement Floor

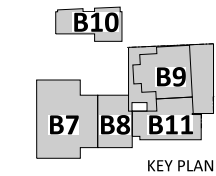
- VARIATIONS
- Block 11:
- 11A** Internal circulation moved and re-orientated.
  - 11B** Plant room size increased.

PLAN - Ground Floor



CONSENTED | Ground Floor

- KEY
- Private Tenure
  - Social Rent Tenure
  - Shared Ownership
  - Retail - A1 Class
  - Business Use - B1/D1 Class



PROPOSED | Ground Floor

VARIATIONS

- Block 07:
- 7A Wheelchair unit swapped from flat 1 to flat 2 (first floor) (please see section 5.7 for details of revised accessibility strategy).
  - 7B Flat 1 private amenity size reduced in order to maintain size of communal amenity (please see section 5.8.3 for details of revised private amenity strategy).
  - 7C South elevation layout amended to include cycle storage and bin store for management purposes (please see section 5.12.2 for cycle parking and 5.13 for servicing and refuse).
  - 7D Lobby area layout amended to include concierge facilities with accessible WC and refreshments area.
  - 7E Circulation core re-orientated.
  - 7F Access corridor from car park to Block 7 circulation core added with single door from car park.
  - 7G Distance between block 07 and 08 reduced by 475mm. Pedestrian walkway width maintained.
- Block 08:
- 8A Circulation core re-orientated resulting in layout changes.
  - 8B Cycle storage and bin store repositioned as a result.
  - 8C Maintenance store relocated to work with revised layout.
- Block 09:
- 9A Western edge of building moved to line through with rear boundary wall of 164 Camberwell Road.
  - 9B Access to core revised to reduce corridor length.
  - 9C Cycle storage moved to internal store.
  - 9D Commercial bin store separated from residential bin store for management purposes.
- Block 10:
- 10A Footprint increased with reduced private gardens. Internal area of flats increased.
  - 10B Cycle storage moved to internal store.
- Block 11:
- 11A Communal entrance lobby size increased resulting in a more active street frontage.
  - 11B Bin store layout changed for retail and residential with ATM removed.
  - 11C South elevation building line (flat 1) stepped forward (please see Wyndham Road elevation p27 for resulting elevation changes).
  - 11D Private courtyard reduced in size due to structural amendments.
- 8D North elevation building line made flush.