

5. Description of the Proposed Development

5.1 Introduction

5.1.1 This Chapter of the ES provides a description of the Proposed Development. This is as set out in the Parameters and Principles established in the Development Specification (contained in Technical Appendix 5.1) and the Parameter Plans (within a separate application plans folder). The Development Specification and Parameter Plans form the basis for the Environmental Impact Assessment.

5.1.2 The Planning Application seeks approval for development of up to 250,000 sq m of development floorspace (GEA). Floorspace will comprise the following land uses:

- A1/A2 Retail: up to 3,600 sq m;
- A3/A4: Cafes/Restaurants and Drinking Establishments up to 3,500 sq m;
- A5: Hot Food Takeaways: up to 300 sq m;
- B1 Business: 10,000 sq m – 15, 000 sq m;
- C1 Hotels: up to 15,000 sq m;
- C3 Residential: 150,000 sq m – 200,000 sq m (up to 2,500 residential units);
- D1 Community: 400 sq m – 10,000 sq m, and
- D2 Leisure and Entertainment: 4,120 sq m – 15,800 sq m.

5.1.3 Each of the floorspace figures presented above are expressed in Gross External Area (GEA) and exclude infrastructure elements, including roof top and basement plant, on-site utilities including sub-stations and energy centre/s, waste storage and handling, car parking areas and accesses to them, service yards and access to them, cycle storage and external areas of public realm, footways and roads including the diversion of Bolina Road, in part. However, these elements do form part of the description of development.

5.1.4 In assessing the floorspace quanta presented above, it is confirmed that the total floorspace exceeds the total quantum of development floorspace which is subject to the outline planning application, specified as up to 250,000 sq m. This is intentional and allows flexibility in the delivery of the development as it comes forward over time within the scope of the various maxima and minima land use floor areas. Defined within the Parameter Plans, the specific land uses identified above are subject to further restrictions in terms of location throughout the Site in order to ensure specific land uses are located in the most appropriate locations to deliver a cohesive and successful neighbourhood.

- 5.1.5 Also the total quantum of floorspace of non-residential uses will always be no less than 37,000 sq m or 20% of the total floorspace provided, whichever is the lower, notwithstanding the minima quanta by land use specified above.

5.2 Proposed Development Plots

- 5.2.1 The Proposed Development comprises of nineteen individual building plots of varying sizes which can accommodate a mix of land uses as outlined within the Parameter Plans. Set out below is a description of each building plot and its corresponding land uses.

- 5.2.2 Where references are made to the 'upper' and 'lower' floors within each plot, these are defined for each Plot within Parameter Plans 12 and 13 which establish proposed maximum and minimum heights for the lower and upper levels.

Proposed Development Plot Bolina North 1

- 5.2.3 Plot Bolina North 1 is located in the north-western corner of the Site, with access taken from Bolina Road.

- 5.2.4 Plot Bolina North 1 can contain a wide variety of planning uses including a mixture of A1 – A5 uses and C3 Lobby use at the lower levels, with C3 residential use at the upper levels. The Plot can also accommodate car parking at below ground level.

- 5.2.5 The roof space on Plot Bolina North 1 will comprise a mixture of intensive green roofing/ private communal open space, including an area of informal play space at the lower levels; and extensive green/brown roofs and/or plant at the upper levels. Plot Bolina North 1 also incorporates an overhang with minimum clearance height of 9.18m AOD and a maximum clearance height of 16m AOD.

- 5.2.6 Parameter Plan 10 defines the access points into the plots. For Plot Bolina North 1 this comprises the provision of access to lower level uses on the northern, southern and/or eastern elevations; access to upper level uses potentially from all elevations except for the western elevation facing the railway embankment; access to the below ground car parking from the neighbouring Plot Bolina North 2.

- 5.2.7 Maximum heights across Plot Bolina North 1 vary from 24.32m - 25.6m AOD (including roof accommodation) in the middle section of the Plot, to between 57.76m and 60.8m AOD (including roof accommodation) at the southern end of the Plot and between 69.92m and 73.6m AOD (including roof accommodation) on the northern section of the Plot. The maximum heights exclude parapets, which may extend to 1.1 m above the maximum AOD height.

Development Plot Bolina North 2

- 5.2.8 Plot Bolina North 2 is also located in the north-western corner of the Site, opposite Plot Bolina North 1. The Building Plot also fronts onto Bolina Road immediately to the south of the Plot.
- 5.2.9 The Plot can accommodate a mixture of A1 - A5 uses and C3 Lobby use at the lower levels and C3 residential use on the upper levels.
- 5.2.10 The roof space is proposed to accommodate a mixture of intensive green roofing/ private communal open space, including informal play provision at the northern end of the Plot as well as extensive green/ brown roofing and/or plant at the upper levels.
- 5.2.11 In terms of accessibility to the various uses within Plot Bolina North 2, pedestrian access to uses within the lower levels can be taken from all elevations save for the north eastern elevation which abuts the railway embankment. This is also the case for access to uses within the upper floors. Vehicle parking access will only be available on the south eastern most elevation, adjoining Bolina Road. Parking is provided at below ground level to the maximum extent of the Plot stretching to beneath the publicly accessible open space to Bolina Gardens and Plot Bolina North 1.
- 5.2.12 Maximum heights across Plot Bolina North 2 are between 33.44m and 35.2m AOD (including roof accommodation) at the north western corner, to between 62.08m and 66.4m AOD (including roof accommodation) at the south eastern end of the Plot. The maximum heights exclude parapets, which may extend to 1.1 m above the maximum AOD height.

Proposed Development Plot Bolina East

- 5.2.13 Plot Bolina East is located to the north western end of the Site. The building Plot lies to the north west of Millwall FC Stadium and to the east of Bolina Road.
- 5.2.14 Permissible use classes within Plot Bolina East include Classes D1 and C3 Lobby use, and C3 residential use at the upper levels. The Plot can also incorporate car parking at above ground level (along the north eastern elevation facing the railway embankment) and below ground level. Access to the car park can be provided at the northern tip of the Plot, with access from Bolina Road.
- 5.2.15 The roof space on Plot Bolina East will incorporate provision of private and communal open space at the central lower levels, and provision of green/brown roofing and/or plant at the upper levels. Play space associated with the residential accommodation will also be situated on the central lower level roof space.
- 5.2.16 In terms of accessibility, access points to ground level uses may be constructed along any of the elevations save for the north eastern elevation facing the railway embankment. Access points for the upper level uses may be constructed on the majority of the western and southern elevations with exceptions being the middle of the western elevation and the middle stretch of the southern elevation as indicated on Parameter Plan 10.

5.2.17 Maximum heights on Plot Bolina East vary from 10.3m – 10.84m AOD (including roof accommodation) at the lower levels. Maximum elevation heights will range from 25.5m AOD (including roof accommodation) at the southern corner to 58.84m AOD (including roof accommodation) in the north western corner of the Plot. The maximum heights exclude parapets, which may extend to 1.1 m above the maximum AOD height.

Proposed Development Plot Bolina West

5.2.18 Proposed Plot Bolina West is located opposite Bolina East and to the north of Zampa Road and west of Bolina Road. The eastern elevation of Plot Bolina West will be an active frontage to Bolina Road.

5.2.19 Use Classes proposed within Plot Bolina West include A1 - A5, B1, C3 Lobby and/or D1 uses at the lower levels and C3 use at the upper levels. Car parking can also be provided within Plot Bolina West. The roof space of Plot Bolina West will also comprise a mixture of intensive green roofing/ private and communal open space, including play space, and/or plant at the southern lower and upper levels, and green/brown roofing at the northern end of the Plot at the upper level.

5.2.20 In terms of access to the various uses, access points for the upper and lower uses may be provided along the eastern elevation with access to the car park for vehicles provided on the south western corner off of Zampa Road.

5.2.21 Maximum heights on Plot Bolina West range from 5.74m AOD to 6.04m AOD (including roof accommodation) along the lower level western elevation. Along the eastern elevation maximum heights range from 23.98m to 25.24m AOD (including roof accommodation). The northern tip of the Plot is split in two, with maximum heights ranging from 33.10m – 34.84m and 42.22m and 44.44m AOD respectively (both including roof accommodation). The southern tip of Plot Bolina West comprises a cylindrical tower with maximum heights ranging from 66.54m and 70.04m AOD (including roof accommodation). The maximum heights exclude parapets, which may extend to 1.1 m above the maximum AOD height.

Proposed Development Plots Stadium 1 and Stadium 2

5.2.22 Millwall FC Stadium is to be retained in full operation as part of the Proposed Development. Plots Stadium 1 and Stadium 2 comprise the north east and south east corners of the existing Millwall FC Stadium, fronting Stadium Avenue.

5.2.23 Potential uses within Plots Stadium 1 and Stadium 2 include A1 – A5 and B1 uses at the lower levels only. No vehicle parking is proposed within the Plots Stadium 1 and 2.

5.2.24 Access to Plots Stadium 1 and 2 may be provided on the curved elevation fronting Zampa Road and Stadium Way for Plot Stadium 1, and on the curved elevation fronting Stockholm Road for Plot Stadium 2.

5.2.25 Maximum heights of Plots Stadium 1 and 2 are 21.26m AOD (including roof accommodation). The maximum heights exclude parapets, which may extend to 1.1 m above the maximum AOD height.

Proposed Development Plots Stadium Avenue

5.2.26 Plot Stadium Avenue is located on the west of the Application Site, opposite the Millwall FC Stadium and fronting onto Stadium Avenue and Stockholm Road.

5.2.27 Plot Stadium Avenue is restricted to uses falling within Use Classes A1 - A5, B1 and C3 Lobby on the southern half of the lower level of the Plot, with C1 use on the northern half of the lower level, and C1 use on the northern end of the Plot at the upper level and C3 use at the southern end of the upper level. Car parking will be provided at lower ground level, with access taken from the south western corner of the Plot off of Stockholm Road.

5.2.28 The roof space of Plot Stadium Avenue will comprise a mixture of intensive green roofing/ private and communal open space at the lower and upper levels at the southern end of the Plot and extensive green/ brown roofing, and/or plant at the upper levels on the northern side of the Plot. Plot Stadium Avenue will also accommodate an area of play space.

5.2.29 In terms of accessibility to the proposed Plot, access to lower level uses is permissible from the Stadium Avenue elevation and along Stockholm Road. Access to upper level uses can also be provided along these elevations but with a restriction on access along the midway section of the Stadium Avenue façade.

5.2.30 Maximum heights on Plot Stadium Avenue will be between 11.17m and 11.76m AOD (including roof accommodation) for the central lower level section, between 26.37m and 27.76m AOD (including roof accommodation) for the south eastern section of the Plot and between 41.57m and 43.76m AOD (including roof accommodation) for the northern half of the Plot. The maximum heights exclude parapets, which may extend to 1.1 m above the maximum AOD height.

Proposed Development Plot Stockholm 1

5.2.31 Plot Stockholm 1 is located to the west of the Site, to the south of Plot Stadium Avenue. The Plot fronts Stockholm Road to its north, and Surrey Canal Road to the South.

5.2.32 Possible uses within Plot Stockholm 1 include Classes A1 - A5, B1, C3 Lobby and D2 uses at the lower levels and C3 use at the upper levels. Car parking is proposed within Plot Stockholm 1 at ground level and above along the Surrey Canal Road frontage, and below ground level with access taken from the north west corner of the Plot along Stockholm Road.

5.2.33 The roof of Plot Stockholm 1 will comprise a mixture of private communal open space/intensive green roofing, with extensive green/brown roofing and/or plant on the south western corner of the Plot.

5.2.34 Points of pedestrian access to Plot Stockholm 1 can be taken from the north and eastern elevations and at the south east and south west corners of the Plot for uses in the lower levels. For access to uses in the upper levels access points can be provided along the eastern elevation and at the south east and south west corners of the Plot along Surrey Canal Road.

5.2.35 Maximum heights on Plot Stockholm 1 will be between 18.34m and 19.31m AOD (including roof accommodation) at the middle section of the Plot and between 42.66 and 44.91m AOD (including roof accommodation) in the north west corner of the Plot, with maximum heights of between 42.66m and 44.91m AOD (including roof accommodation) for the north west corner of the Plot and between 70.02m and 73.71m AOD (including roof accommodation) for the south eastern section of the Plot. The maximum heights exclude parapets, which may extend to 1.1 m above the maximum AOD height.

Proposed Development Plot Stockholm 2

5.2.36 Plot Stockholm 2 is located opposite, and to the east, of Plot Stockholm 1. Possible uses within Plot Stockholm 2 include Classes A1 – A5, C3 Lobby and D2 uses at lower levels and C3 use at the upper levels.

5.2.37 Car parking is to be provided at ground level and above fronting the Surrey Canal Road elevation, as well as below ground parking. Access into the car park can be provided from the south eastern corner of the Plot off of Surrey Canal Road. Points of pedestrian access to the lower level uses within Plot Stockholm 2 can be taken from the northern and/or western elevations. Pedestrian access to the uses at the upper levels can be provided towards the north western corner of the Plot as indicated on Parameter Plan 10.

5.2.38 The roof space will comprise of areas of private communal open space/ intensive green roofing and/or plant. An area on informal play provision is also included within Plot Stockholm 2.

5.2.39 Maximum heights for Plot Stockholm 2 will range from 18.34m to 19.31 m AOD (including roof accommodation) on the eastern half of the Plot and between 70.02m and 73.71m AOD (including roof accommodation) at the western end of the Plot. The maximum heights exclude parapets, which may extend to 1.1 m above the maximum AOD height.

Proposed Development Plots Senegal 1 and Senegal 2

5.2.40 Plots Senegal 1 and Senegal 2 are located towards the south east of the Site, to the south of the Millwall FC Stadium and fronting onto Senegal Way.

- 5.2.41 Potential uses within Plot Senegal 1 include Class D2 and within Senegal 2 include Classes A1 – A5 and C3 Lobby uses for the lower levels only and C3 at the upper levels. Car parking is proposed at ground level and above with Plot Senegal 1 along the eastern elevation facing the railway, and below ground level parking within both Plots. The roof space will comprise of areas of intensive green roofing/ private and communal open space (including play space in Plot Senegal 1 associated with the residential accommodation) and provision of extensive green/brown roofs and/or plant at the upper levels.
- 5.2.42 Pedestrian access to Plots Senegal 1 and 2 for both upper and lower level uses may be taken from the elevation facing Senegal Way. Additional access to upper levels in Plot Senegal 2 may be taken from the north eastern corner of the Plot.
- 5.2.43 Maximum heights of Plot Senegal 1 will be between 18.34m and 19.31m AOD (including roof accommodation), and between 39.24m and 41.30m AOD (including roof accommodation) for Plot Senegal 2. The maximum heights exclude parapets, which may extend to 1.1 m above the maximum AOD height.

Proposed Development Plots Timber Wharf 1 and Timber Wharf 2

- 5.2.44 Plots Timber Wharf 1 and 2 are located to the south west of the Site between Surrey Canal Road and Rollins Street. Timber Wharf 1 comprises three vertically located blocks with a horizontal block linking them along the frontage with Surrey Canal Road. Timber Wharf 2 is a smaller block to the south, fronting Rollins Street.
- 5.2.45 Possible uses within Plot Timber Wharf 1 include D2 use (along the Surrey Canal Road frontage) and C3 use over the remaining lower floors. C3 use is proposed for the upper floors at Plot Timber Wharf 1. Plot Timber Wharf 2 is to comprise Class C3 use at both upper and lower floors.
- 5.2.46 The roof space will comprise of areas of intensive green roofing/ private and communal open space (including play space in Plots Timber Wharf 1 and 2 associated with the residential accommodation) and provision of extensive green/brown roofs and/or plant at the upper levels.
- 5.2.47 Car parking is proposed below ground level within Plots Timber Wharf 1 and 2, with access provided between the two building Plots, off of Rollins Street. Pedestrian access to the lower floor uses within Plot Timber Wharf 1 can be taken from the north elevation fronting Surrey Canal Road, as well as from points along the vertical blocks as detailed on Parameter Plan 10. Access to the lower level use within Plot Timber Wharf 2 is from the northern elevation, with access to the upper floor uses from the southern elevation fronting Rollins Street.

5.2.48 Parameter Plan 04 identifies that the maximum heights vary considerably across Plot Timber Wharf 1. The vertical blocks vary between 30.17m and 31.76m AOD (including roof accommodation) to the eastern side of the Plot and between 51.45m and 54.16m AOD (including roof accommodation) on the north western side of the Plot. The maximum heights at Plot Timber Wharf 2 vary between east and west, with the western half of the Plot varying between 17.70m and 18.63m AOD (including roof accommodation) and the eastern side varying between 26.82m and 28.23m AOD (including roof accommodation). The maximum heights exclude parapets, which may extend to 1.1 m above the maximum AOD height.

Proposed Development Plots Excelsior 1, 2, 3, 4 and 5

5.2.49 Plots Excelsior 1-5 are located to the south east of the Site, opposite Timber Wharf and located between Surrey Canal Road and Rollins Street. Plots Excelsior 1 and 5 will front onto the new Station Square close to the location for the proposed Surrey Canal Road Station. Excelsior 2 comprises a retained existing building with a further extension. Plot Excelsior 5 comprises a retained existing building.

5.2.50 Potential uses within Excelsior 1 include Classes A1-A5 and B1 at the lower levels, with C3 use at the upper levels. Within Excelsior 2 the lower levels will comprise retained B1/B8 uses with B1 and C3 uses at the upper levels. Lower level uses within Excelsior 3 include A1-A5, B1 and C3 Lobby, with C3 use at the upper levels. Within Excelsior 4, both the lower and upper level comprises C3 use. Excelsior 5 will retain C3 and B1 uses at the lower and upper levels of the building.

5.2.51 Car parking is provided below ground level for Plots Excelsior 1 and 3. Access into the car parking areas is provided to the south of the Site between Excelsior 5 and Excelsior 3. Parameter Plan 10 shows the pedestrian access points for the upper and lower level uses within these Plots.

5.2.52 The roof space in Plots Excelsior 1, 3 and 4 will comprise of areas of private and communal open space (including play space associated with the residential accommodation)/intensive green roofing. Plot Excelsior 2 will comprise solely extensive green/brown roofs and/or plant at the upper level.

5.2.53 Maximum heights vary across the Excelsior Plots. Both Plots Excelsior 1 and Excelsior 2 will have a maximum height of between 24.68m and 25.98m AOD (including roof accommodation). Excelsior Plot 3 will have a maximum height of between 26.01m and 27.38m (including roof accommodation) on the southern end of the Plot and will have a maximum height of between 68.57m and 71.18m AOD (including roof accommodation) to the northern side of the Plot, fronting Station Square. Plot Excelsior 4 will have a maximum height of between 20.36m and 21.43m AOD (including roof accommodation) and Excelsior 5 will be retained as existing with a height of 13.71m AOD (including roof accommodation). The maximum heights exclude parapets, which may extend to 1.1 m above the maximum AOD height.

Proposed Development Plot Orion

5.2.54 Plot Orion is located to the east of the Site, situated to the north of Surrey Canal Road and to the east of Plots Senegal 1 and 2. The potential uses within Orion include C3 Lobby and D1 uses at lower level and C3 use at the upper levels.

5.2.55 Car parking is to be provided at ground level or above along the eastern elevation facing the railway lines. Car parking can also to be provided at below ground level with access to be provided at the north eastern end of the Plot. Pedestrian access to the lower level uses is to be taken from the western elevation fronting Station Square, with access to the upper level uses along the western and southern elevations, albeit not from the central part of the western elevation.

5.2.56 The roof space will comprise a mix of areas of private and communal open space (including play space in the centre of the Plot associated with the residential accommodation) and provision of extensive green/brown roofs and/or plant at the upper levels.

5.2.57 The maximum height of Plot Orion varies. The central lower level will have a maximum height between 18.32m and 19.28m AOD (including roof accommodation). The southern section will be between 39.60m and 41.68m AOD (including roof accommodation), whilst the south eastern corner will have a maximum height of between 30.48m and 32.08m AOD (including roof accommodation). The northern section will vary between 66.96m and 70.48m AOD (including roof accommodation) and the north eastern corner will vary between 45.68m and 48.08m AOD (including roof accommodation). The maximum heights exclude parapets, which may extend to 1.1 m above the maximum AOD height.

5.3 Communal Spaces and Circulation

5.3.1 The Proposed Development includes two significant areas of publicly accessible open space; these comprise Bolina Gardens (situated between Plots Bolina North 1 and 2, Bolina West and Bolina East) and Stadium Avenue (to the South West of the Stadium).

- 5.3.2 Bolina Gardens will be predominantly soft landscaped, and will be laid out with lawn, shrubs and trees. Its layout will incorporate emergency access to the plots surrounding it. It will be of a maximum size of 0.4 hectares and a minimum size of 0.3 hectares. Bolina Road is to be retained but diverted in part, to be aligned between the new Plots Bolina West and Bolina East and to maximise the size and enjoyment of amenity space within Bolina Gardens.
- 5.3.3 Stadium Avenue will be predominantly hard landscaped and the size of this area of publicly accessible open space will be between 0.35ha and 0.38ha.
- 5.3.4 Trees to be removed as part of the Proposed Development and identified on the submitted Tree Removal Plan. A significant number of trees are to be retained, protected as shown on the same plan and there is a strategy for new tree planting. Trees will be dispersed throughout the Site as set out on Parameter Plan 11. In addition, trees will also be provided within the residential communal space detailed on Parameter Plan 12.

Ground Level Circulation

- 5.3.5 Parameter Plan 10 (Access, Circulation and Streets) provides details of the proposed circulation throughout the Proposed Development. It also provides details on the accessibility of various areas of the Site to vehicular transport.
- 5.3.6 With the exception of Rollins Street and Surrey Canal Road which will remain as primary vehicular routes (with standard carriageways and footways), the street layout will be designed as a shared surface to create a pedestrian friendly environment whilst ensuring design measures are put in place which delineate traffic from a “safe space” environment.
- 5.3.7 Stadium Avenue is to be provided as a shared surface space. The area for vehicles will be demarcated by street furniture, water features, appropriate road markings and variation in materials and texture, although it will be predominantly used by pedestrians, with access only for emergency vehicles and for service vehicles at restricted times.

5.4 Sustainability Credentials

- 5.4.1 A Sustainability Strategy has been prepared in support of the Proposed Development. Many of the sustainability credentials are commitments within the Development Specification (Technical Appendix 2.1) and thus are an integral part of the Proposed Development. These commitments are as follows:

- All residential units will be constructed to Code for Sustainable Homes Level 4;

- All fully-fitted out, non-residential floor space is to be constructed to at least BREEAM Very Good Standard;
- At least 25% on site carbon reduction in regulated emissions will be achieved, based on Building Regulations Part L 2010, in line with the requirements of the Code for Sustainable Homes, Level 4.
- The Proposed Development will achieve, through energy efficiency measures alone, total emissions equivalent to a baseline based on Building Regulations Part L 2010. Due to the recent revision of Building Regulations Part L this reduction would approximately equate to a 20% carbon reduction in total emissions based on Building Regulations Part L 2006.
- The Proposed Development is expected to receive heat from a district heating network provided by SELCHP, which is off site and adjoins the Proposed Development. A back up single energy centre is to be provided within a plot of the Proposed Development, expected to be Plot Orion. If the SELCHP connection is not possible, the single energy centre will include gas fired CHP.
- For easier compatibility with the expected link to the SELCHP heat supply and to not reduce the viability of such connections, renewable energy is to be met through a minimum of 3,000 sq m of photovoltaic panels on roofs (or the equivalent carbon reduction through other renewable energy systems).

5.5 Other Matters

5.5.1 A large variety of other matters which are integral to the Proposed Development are set out within the Development Specification and this should be read in full conjunction with this chapter. Some key points are, however, set out below.

Utilities

5.5.2 The vast majority of the existing utility distribution services are routed along existing roads which would be retained within the Proposed Development. The only utility distribution services not routed along existing roads are electrical cables routed through the Bolina East, Stadium Avenue, Stadium 1, Excelsior (1-5) and Stockholm 1 and 2 plots which would need to be diverted if not made redundant by the Proposed Development.

5.5.3 Utility demand loads for the Proposed Development have been estimated based on the heaviest demands arising from the uses and quanta allowed for under the parameters and principles for the Proposed Development. The loads for all utilities are significantly higher than

the existing condition as low demand facilities, such as warehouses, are being replaced by higher demand uses such as residential, commercial and retail.

5.5.4 A new water supply and new drainage outflow pipe to Millwall FC Stadium may also need to be installed depending upon disruption to the existing services. These will be provided prior to the disconnection of the existing services if to be required. Existing sewers on site are likely to require reinforcement and new connections to the existing utilities services will be required.

5.5.5 The Energy Strategy for the Proposed Development proposes the preferred use of a community heat network and an electrical private wire network served from SELCHP. These would require new distribution systems around the Site and connections to the Site boundary and across Surrey Canal Road to link up with new off-site infrastructure into SELCHP itself.

Transport

5.5.6 Renewal will develop and implement a comprehensive Travel Plan/s (TP/s) to encourage and promote sustainable transport during both construction and operational phases of the Proposed Development. The TP/s will cover all types of travel associated with commuting, shopping, business, education, football and other visitors to the Proposed Development.

5.5.7 The maximum number of off-street car parking space to be provided is 1100 made up of a maximum of 750 car parking spaces for residential occupiers, a maximum of 300 car parking spaces for non-residential occupiers, and a maximum of 50 spaces for exclusive use by Millwall Football Club. There is further provision for up to 24 on-street car parking spaces as shown on Parameter Plan 10.

5.5.8 Provision for car parking for blue badge holders, provision for coach parking services and other commitments in relation to transportation matters are set out in the Development Specification.

5.5.9 A minimum of 20% of the total car parking bays will allow for the charging of electric vehicles. A minimum of 22 spaces of the non residential spaces will be used for car clubs and will be provided in Plot Senegal Way 1.

5.5.10 New and improved pedestrian and cycle routes will be provided that link to existing networks and give priority to their movements over vehicle users. Suitable cycle storage will be provided in a minimum ratio of 1 cycle space for each 1-2 bed residential unit and 2 spaces for each 3-4 bed residential unit, along with cycle parking spaces for commercial users and visitors.

Materials

- 5.5.11 The Proposed Development will demonstrate a best practice approach to the sustainable use of materials.

Construction

- 5.5.12 Renewal commits to the preparation of a Considerate Constructors Strategy and will comply with the London Best Practice Guide on the control of dust and emissions from construction and demolition.

Waste

- 5.5.13 Operational waste (i.e. refuse, recycling and organic material) from all areas of the development is to be separately collected via a vacuum waste handling system (ENVAC). A central collection station will be provided, probably to be constructed in Plot Orion.
- 5.5.14 There will be a Site Waste Management Plan to minimise waste during demolition and construction and recycling facilities will be provided. The quantum of waste from the construction phase is set out in Chapter 6.

Water Consumption and Flooding

- 5.5.16 The surface water runoff from the Proposed Development will be designed to reduce the peak rate of discharge to existing sewers by 50% in accordance with the recommendations of the Lewisham Strategic Flood Risk Assessment.
- 5.5.17 This reduction will be achieved in part by incorporation of soft landscaping into what is currently an intensive urban environment and also by incorporation of Sustainable Urban Drainage (SUDS) techniques including extensive green roofs. Permeable paving will be minimised where possible to collect runoff from paved areas instead of conventional gullies and channels. The paving will drain to a granular substrate that will provide alternative storage and remove oils and hydrocarbons from the runoff, or where appropriate will drain through the base of the substrate by infiltration into the underlying ground. In areas where ground conditions are not suitable for infiltration drainage, the permeable pavement structure will be wrapped in a sealed membrane and outflows collected through low capacity fin drains, which will then discharge to the piped drainage system and combined sewers.
- 5.5.18 The design of the publicly accessible open space will accommodate open water features interconnected with the SUDS drainage systems, focussed on providing alternative storage and amenity value. Ecological and water quality improvement features will also be incorporated.
- 5.5.19 Consideration will be given to the recommendations for flood resilient construction set out in accordance with the DCLG document, *“Improving the Flood Performance of new Buildings: Flood Resilient Construction”*.

5.5.20 Facilities for safe refuse will be provided above the flood level that would occur in the event of a breach of flood defences. The Proposed Development will be subject to a flood management and evacuation plan and building occupiers will be encouraged to sign up to the Environment Agency's flood warning services for "The River Thames from Deptford creek to the River Wandle including Deptford, Rotherhithe, Bermondsey, Camberwell, Kennington, Vauxhall, Lambeth, Battersea and Clapham Junction."

Social Sustainability

5.5.21 There will be a range of housing choices, in terms of the mix of apartment sizes and types. Each home will be designed to meet Building Regulations 2010 Part M and Lifetime Homes standards and 10% of all units provided across all tenures throughout the Proposed Development will be wheelchair accessible or easily adaptable for wheelchair users.

5.5.22 An enhanced public realm will be provided including high quality children's play areas.

Safe and Comfortable Environment

5.5.23 The Proposed Development will provide a safe and comfortable environment. The detailed design will be developed to incorporate "Secured by Design" principles.

Ecology

5.5.24 The Proposed Development will lead to a significant enhancement in the ecological value of Site. The landscape planting scheme will provide biodiversity enhancements. Green roofs are to form a significant contribution to the biodiversity benefits. The design and creation of these features will have an emphasis on providing opportunities for a range of faunal species including birds and invertebrates. New grassland areas will be created using seed mixes, including those tolerant to regular mowing.

5.5.25 Specific enhancements will be delivered in respect of Black Redstarts. Areas of brown roof will be incorporated within the Proposed Development and suitable nest boxes will be erected.

5.5.26 Foraging and shelter (including roosting / nesting) opportunities will be delivered for bat and bird species and particularly, bat and bird boxes, including a bat hibernation box, will be erected. The bird boxes will be targeted at a range of different species.