

Item No. 6.1	Classification: OPEN	Date: 4 September 2012	Meeting Name: Planning Committee
Report title:	Development Management planning application: Application 12/AP/2311 for: Full Planning Permission Address: CHAMBERS WHARF, CHAMBERS STREET, LONDON SE16 Proposal: Removal of existing demolition spoil from the site and associated temporary structures.		
Ward(s) or groups affected:	Riverside		
From:	Head of Development Management		
Application Start Date 16/07/2012		Application Expiry Date 15/10/2012	

RECOMMENDATION

- 1 That planning permission is granted subject to conditions.

BACKGROUND INFORMATION

Site location and description

- 1 The site, measuring 1.37 hectares, is located in a predominantly residential area adjacent to the south bank of the River Thames, bordered by Chambers Street to the south and East Lane to the west. Luna House and Axis Court both containing apartments adjoin the west boundary, whilst detached and flatted development is located immediately adjacent to the west boundary.
- 2 The site on the opposite side of Chambers Street to the south is vacant following the removal of the previously existing warehouse buildings. St Michaels Secondary School is located in close proximity to the south west boundary of the application site, Riverside Primary School is located on Bevington Street approximately 50 metres to the south east of the site and St Joseph's Primary School is located on the west side of Georges Row approximately 200 metres to the south west of the site.
- 3 The site was formerly occupied by warehouses which were demolished around three years ago. Whilst much of the spoil resulting from this demolition was removed, a significant amount still remains which is now the subject of this application. The main stock pile of spoil is located in the south eastern section of the site covering an area of approximately 0.32 hectares. The stock pile is a maximum height of 6 metres and is banked down towards its edges. There are also smaller heaps of spoil located across the site. In total there are approximately 24,000 tonnes of material.
- 4 An sub-station building remains in the centre of the site, otherwise there are no remaining structures within the site. The surface of the site is made up of a concrete hard surface remaining from the demolition of the warehouses.

Details of proposal

- 5 Whilst much of the spoil was removed from the site following the demolition of the warehouses, a stockpile of rubble was retained with the intention of utilising it in connection with the proposed future residential development upon the site. This was inherited by Thames Water on its acquisition of the site in 2011. In early 2012, whilst carrying out ground condition surveys, a small piece of asbestos was found. Thames Water subsequently implemented a programme of site remediation and sampling including the cleaning of the concrete slabs, sealing and covering the spoil heaps. Air monitoring was also carried out, the results from which were satisfactory. Nonetheless, Thames Water have decided to remove the spoil material from the site in the interests of the local community.
- 6 Given that the physical operation of the removal of 24,000 tonnes of spoil would amount to an 'engineering operation' both this and the erection of the temporary structures, containing conveyor apparatus to transfer the spoil to barges, is considered to represent development requiring planning permission. Generally, works for the removal of material resulting from demolition would be considered as part of an application for the wider redevelopment of a site and it is unusual for an application to be submitted for only these works. In this case, the proposals for demolition were removed from the previous application for the wider redevelopment of the site and the works now proposed for the removal of the resulting demolition material need to be considered as a separate operation requiring planning permission in its own right.
- 7 Thames Water propose to move the spoil by barge to a recycling facility at Tilbury (under licence from the Port of London Authority). The barges will be loaded using the existing jetty on the site each day around high water tide with a six hour window able to be utilised. The barges will be loaded by a conveyor system linking the spoil heap to the jetty with the conveyor system being loaded by extractors. The conveyor will run over the existing river wall line to overhang the barge position with the spoil being directed into the lidded sections of the barge.
- 8 The work areas and the conveyors will be enclosed in scaffolding which will be moved and extended as the work progresses; the enclosures will be sheeted and encapsulated to stop any dust or airborne fibres escaping the area. The proposed hours of operation as set out within the applicants methodology are Monday to Friday 7am to 9pm and Saturday 7am to 1pm in order to allow maximum use of the high tides. Barges transporting the materials will only be able to access the existing jetty at times of high tide. Based on these working hours, the works are expected to take approximately six weeks though this would be extended to approximately eight weeks should the working hours be restricted to normal 'construction' working hours (8.00am to 6.00pm Mon-Fri and 8.00am to 1.00pm Saturdays).
- 9 Proposed vehicular access to the site to deliver/remove the conveyor and scaffolding is proposed from Jamaica Road via George Row and Chambers Street. There will also be a small number of vehicular movements related to the removal of Japanese Knot Weed and the contaminated material from the site. As the vast majority of the material will be removed by barge the applicant expects there to be approximately only 20 vehicle movements throughout the duration of the works.

Planning history

- 10 Planning permission was granted in 2010 for the residential development of both this site and the adjacent site to the south of Chambers Street comprising a total of 587 dwellings. This permission has not yet been implemented though remains extant until September 2013.

- 11 Formal pre-application consultation has recently been carried out by Thames Water in advance of its proposed development consent application for the Thames Tunnel Development which would include the use of the application site as a main tunnel drive site. Such an application will be made to the National Infrastructure Division of the Planning Inspectorate and is expected to be submitted in early 2013.

Planning history of adjoining sites

- 12 No planning history relevant to this application.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

- 13 The main issues to be considered in respect of this application are:
- a) The need for removal of the material from the site
 - b) The impacts upon the living and working conditions of local residents, schools and businesses
 - c) The impact upon highway safety and local highway conditions
 - d) Impact upon riverside facilities
 - e) The visual impact of the proposed temporary structures
 - f) Ecological Implications

Planning policy

- 14 Southwark Core Strategy 2011

Strategic Policy 1 - Sustainable Development
Strategic Policy 2 - Sustainable Transport
Strategic Policy 11 - Open Spaces and Wildlife
Strategic Policy 12 - Design and Conservation
Strategic Policy 13 - High Environmental Standards

- 15 Southwark Plan 2007 (July) - saved policies

Policy 3.2 - Protection of Amenity
Policy 3.6 - Air Quality
Policy 3.10 - Hazardous Substances
Policy 3.12 - Quality in Design
Policy 3.28 - Biodiversity
Policy 3.30 - Protection of Riverside Facilities
Policy 3.31 - Flood Defences
Policy 5.2 - Transport Impacts
Policy 5.6 - Car Parking

- 16 London Plan 2011

Policy 3.2 - Improving health
Policy 5.18 - Construction, excavation and demolition waste
Policy 5.19 - Hazardous waste
Policy 5.21 - Contaminated land
Policy 6.3 - Assessing effects of development on transport capacity
Policy 7.14 - Improving air quality
Policy 7.15 - Reducing noise and enhancing soundscapes
Policy 7.19 - Biodiversity and access to nature
Policy 7.29 - The River Thames

National Planning Policy Framework (NPPF)

- 17 The NPPF came into effect on 27 March 2012 and is a material planning consideration in the determination of this application.

Principle of development

- 18 Thames Water has explained in its application that the spoil is being removed from the site as a precautionary measure following the finding of a small piece of asbestos within the spoil. Whilst the material, covered in protective sheeting, is not considered to cause any risk to health in its current position, Thames Water have decided to remove it in the interests of the local community to prevent any lingering doubt about the asbestos within the material.
- 19 In their representations, some local residents have questioned the justification for the works and are concerned that the works are actually preparation works for the proposed Thames Tunnel development. Thames Water originally intended for the spoil to be used in the construction of a new jetty required in connection with the Thames Tunnel development but have reconsidered this following the finding of asbestos. Thames Water's reasoning for the removal of the rubble as a precautionary measure following the finding of asbestos is considered to be a sound justification. Thames Water have previously written to local residents in march 2012, advising them of their intentions and reasoning for the removal of rubble.

Environmental impact assessment

- 20 A request for a screening opinion was not submitted by the applicant in advance of this planning application. The development is not Schedule I development as defined by the Environmental Impact Assessment (EIA) Regulations 2011 and does not fall neatly within any of the Schedule II categories wherein projects may require an EIA. However, it may be argued to fall within an *Urban Development Project* (this category has been found to include demolition projects, some of the characters of which are similar to the works proposed here). The site area (1.37 hectares) is over the 0.5 hectare threshold in Schedule II for Urban Development Projects though the operations will be largely focused upon a smaller area comprising the stock pile of spoil and the temporary structures.
- 21 The development is not located within a sensitive area as defined by the Regulations. The works are temporary (expected to take between six and eight weeks) and the structures to be erected on the site measure approximately 7 metres in height which is lower than an average two storey dwelling house. The works involve the movement of material above ground level and do not involve the alteration of or extraction below ground level. The works are proposed to be carried out in accordance with standard environmental management practice and protocol. The works represent a project to rid the site of the existing spoil resulting from the previous demolition of existing buildings. There is no direct relationship between these works and those proposed in relation to the future Thames Tunnel development, for which an application for development consent is yet to be made. It is not considered that there are any cumulative impacts resulting from any other projects that would result in the likelihood of significant environmental effects. Furthermore, the works are not of a significant magnitude and are unlikely to result in particular complexities which could result in significant environmental effects. The presence of asbestos within the spoil is small and measures have been proposed by the applicant to dispose of it safely in accordance with recognised procedures. It is also relevant that the proposed works will be subject to a separate application for prior consent under Section 61 of the

Control of Pollution Act 1974 which will provide additional safeguards on noise and nuisance impacts upon the surrounding area.

- 22 The EIA accompanying the previous application for the predominantly residential redevelopment of the site included consideration of the environmental effects of the demolition of the warehouses on the site (although this aspect of the proposal was subsequently removed during the consideration of the application as the warehouses were demolished prior to its determination). The EIA concluded that the only potential significant environmental effects from the construction stage (of which demolition and clearance of materials formed a part) was through potential impacts on highway safety, specifically pedestrians using Chambers Street and Bevington Street. However, this took account of the entire demolition and construction process with a significantly higher number of vehicle movements than proposed here, and it was noted that, where appropriate, consideration should be given to using the river for the transport of materials, as is being proposed in this instance. The effects of this proposal for the removal of the spoil are therefore of much less magnitude than the construction works for the entire redevelopment project and, taking account of the mitigation proposed, are not considered to result in significant highway effects. No further significant effects were identified from the demolition process in the EIA and the mitigation proposed is generally consistent with that previously considered.
- 23 The use of natural resources, disposal of waste and pollution or nuisance resulting from the operations are not considered to be of such an extent to result in significant environmental effects, particularly when taking into account the temporary nature of the works. The area of the site is populated by medium density residential dwellings along with two schools. However, taking into account the temporary nature of the works, the safeguards applicable under the Control of Pollution Act and the management measures proposed, it is concluded that the resulting impacts would not result in significant environmental effects that require the submission of an Environmental Impact Assessment.

Impact of proposed development on amenity of adjoining occupiers and surrounding area

- 24 The site is located within a largely residential area including properties located immediately adjacent to the east and west boundaries of the site. Flats in Axis Court and Luna House have windows looking directly across the application site and properties to the east of the site have their rear gardens in close proximity to the site boundary. Residential properties are located adjacent to the proposed vehicular access route to the site. There are also two schools in close proximity to the site. Consequently, unless properly controlled, there is potential for the works to impact upon the amenities and working conditions of properties and buildings surrounding the site, albeit for a relatively short period of time (approximately 6-8 weeks depending on the permitted hours of operation). A large amount of representations have been received from local residents expressing concern about impacts upon their living conditions, particularly in relation to noise and the proposed working hours set out in this application.
- 25 The applicant has submitted a risk assessment and methodology statement setting out the measures to be employed to mitigate any impacts upon the surrounding area. The work area and the conveyors will be enclosed with sheeting and encapsulated to prevent dust and airborne fibres escaping. Dust and fibre monitoring will be undertaken on the site and adjacent public spaces throughout the works. The scaffold work and conveyor enclosures will also have air pressure applied for the control of dust and fibres. The enclosures will also be fitted with water misting systems to constantly dampen down the spoil as it is moved to minimise dust pollution.

- 26 Noise monitoring will be undertaken daily in each perimeter area of the site and in the vicinity of the works. There will be artificial lighting within the scaffolding enclosures. Any lighting required on the site during the hours of darkness will be controlled to prevent light spillage and impacts on the local bat population - the need for this will depend on when the works are carried out.
- 27 The applicant will be required to carry out the works in accordance with the general methodology submitted with the application in order to reduce the impact of the works upon the living conditions of neighbouring properties. This will be secured by condition.
- 28 The applicant has proposed working hours of 7.00am to 9pm on Monday to Friday and 7am to 1pm on Saturday (no work proposed on Sunday) in order to allow maximum use of the high tides for the removal of the material by barge. Representations have been received from local residents that these working hours will cause unreasonable disturbance and loss of amenity to local residents and that the hours of operation should be restricted to normal working hours.
- 29 Thames Water have been in discussions with the Southwark environmental protection team about the impacts of the proposals upon the surrounding residential properties. Separate to this planning application, an application has been submitted under Section 61 of the Control of Pollution Act 1974 which, in addition to any restrictions imposed by planning conditions, will enable the council to control noise, vibration and air quality implications along with the permitted hours of operation. The environmental protection team are of the view that the hours of working should be restricted to normal working hours i.e. 08:00 hours to 18:00 hours Mon - Fri and 08:00 hours to 13:00 hours on Saturday. With no working on Sunday or bank / public holidays. A condition has also been recommended by the Environmental Protection Team that the noise level from any plant or equipment shall not be 10 dB(A) or more below the measured ambient level at the nearest noise sensitive property.
- 30 Given the nature of the proposed works and the proximity of residential properties to the site, a condition to restrict the hours of operation to these hours (rather than those proposed by Thames Water) in addition to the other mitigation proposed, is considered justified to safeguard the living conditions of local residents. Such a restriction on working hours, however, would mean that the total length of time taken to carry out the works would increase by approximately two weeks from six to eight weeks (a longer impact on schools to safeguard residents). However, the proposed mitigation measures along with the noise restriction to be imposed by condition should prevent significant disturbance for the schools. It is therefore considered that the disbenefits of the work extending by an additional two weeks are outweighed by the benefits for residential living conditions that would result from the more restricted hours of operation.
- 31 The main mound of spoil is located away from the boundaries of the site and therefore there will only be a limited need for machinery to be located immediately adjacent to the sites boundaries with residential properties.
- 32 The applicant has submitted a traffic management plan proposing that vehicular access to and from the site will be via Chambers Street and George Row. As the spoil will be removed by barge the applicant has estimated that there will need to be a total of only 20 vehicle movements over the period of the works - the majority of these being in connection with the delivery and removal of the conveyer and associated structure. The proposed route avoids the need to directly pass Riverside Primary School although the vehicular route would be in close proximity to residential dwellings and two schools (St Michaels Secondary and St Joseph's Secondary) along Chamber Street and George Row. However, given the low number of vehicle movements and

the limited time period for the works, it is not considered that significant harm would result upon the living conditions of residential properties or the operation of schools.

- 33 Although inevitably it will be difficult to eliminate all disturbance to residential properties and local schools during the works, it is a material factor that the works are of a temporary nature. Given the mitigation measures proposed in the applicants submitted methodology and traffic management plan along with the additional restrictions imposed by conditions and those which can be imposed by the council under Section 61 of the Control of Pollution Act 1974, it is not considered that any impacts upon local residents and other uses in the area (including the two schools in close proximity to the site) would be so significant to justify the refusal of the application.

Transportation issues

- 34 As outlined above, the spoil will be removed by barge meaning that the number of vehicular movements to and from the site is expected to be limited to approximately twenty movements during the duration of the works. The application is accompanied by a traffic management plan designed to reduce the impact upon the surrounding area from vehicular movements. This includes a restriction on site movements to 8.00am to 5.00pm, prevents the idling of lorries within or outside the site and provides for a delivery schedule, with 24 hours notice needed to the site construction manager for all deliveries to ensure suitable controls are in place. The delivery of the conveyor plant to the site will require an abnormal load requiring a separate Movement Order following consultation with the police and Highways Agency. This will require the footpath adjacent to the site to be closed for a temporary period, during which time signage will be erected advising pedestrians to use the pavement on the other side of the road. A traffic marshal will also be in attendance. The transportation team do not consider that the proposal would result in significant impacts in terms of highway safety or local highway conditions.
- 35 Representations have been received by some residents expressing concern that Georges Row is subject to subsidence which would be exacerbated by the proposed. Given the low number of vehicle movements proposed in connection with the works this is not considered to be a material factor in the determination of the application. In the event of any impacts upon the road surface this would be the subject of separate highway legislation.

Design issues

- 36 The temporary structures would be not be more than 7 metres in height and as they will only be in place for short amount of time it is not considered that any significant implications would result upon the character and visual amenities of the area, including views from across and along the River Thames. There will also be some visual benefit from the removal of the mound of spoil for the general visual amenities of the area.

Impact on trees

- 37 There are no trees of amenity value which would be detrimentally affected by the proposed works.

Planning obligations (S.106 undertaking or agreement)

- 38 The proposed works do not result in the requirement for any S106 or CIL contributions.

Sustainable development implications

- 39 The use of barges to move the material means that the number of vehicular movements would be limited.

Other matters

- 40 The environment agency has no objections to the proposal providing the proposed conveyor and associated scaffolding does not touch or rest upon the existing river wall. This must be adhered to in order that the stability of the river wall is not compromised. The applicant has confirmed that this will be adhered to. Given the structures are temporary and open side there are no flooding implications resulting from the proposals.
- 41 The council's ecological officer has confirmed that the site is not of ecological value and there will be no ecological implications resulting from the proposed works. The proposed works would not result in any harm to the River Thames itself which is a site of nature conservation importance.
- 42 A condition has been imposed limiting the implementation and completion of the works to six months. Whilst the works are only expected to last for approximately two months this will allow the applicant flexibility on the start date of the works.
- 43 Conditions have been attached requiring details of lighting and predicted noise levels. These details may be submitted prior to the determination of this application, in which case they will be reported in an addendum to this report at the planning committee.

Conclusion on planning issues

- 44 The proposed works are intended as a precautionary measure following the finding of a small piece of asbestos within the rubble and no objection is raised in principle to its removal requiring works over a temporary period. Whilst inevitably it will be difficult to eliminate all disturbance to the local area, subject to the applicant adhering to its proposed methodology and the further restrictions imposed by condition including a restriction on hours of operation to normal construction working hours, it is not considered that the proposed temporary works would result in significant impacts upon the living conditions of residential properties in the vicinity of the site or the operations of other land uses around the site including the two schools. The recommended condition restricting hours of operation will result in the works taking approximately two weeks longer than under the hours proposed in the application. This extension of the total working period is considered acceptable given the additional safeguards for local residents resulting from the shorter daily working hours.
- 45 As the spoil will be predominantly removed by barge, the proposals would involve limited vehicular movements and, taking account of the applicant's traffic management plan, no adverse effects should result upon highway safety or local highway conditions. The impacts upon the character and visual amenities of the area would be limited and are acceptable on a temporary basis. The works would not result in significant environmental effects that require an environmental impact assessment as set out in the Environmental Impact Assessment (EA) Regulations 2011 and the proposals for mitigation are generally consistent with the findings of the previous EIA carried out for the wider regeneration of the site. The representations made to the application have been taken into account in the consideration of the proposals though it is not considered that the application would result in such material harm to justify the refusal of the application in the public interest.

Community impact statement

- 46 In line with the council's community impact statement the impact of this application has been assessed as part of the application process with regard to local people in respect of their age, disability, faith/religion, gender, race and ethnicity and sexual orientation. Consultation with the community has been undertaken as part of the application process.

The impact on local people is set out above.

Consultation

- 47 Details of consultation and any re-consultation undertaken in respect of this application are set out in Appendix 1.

Consultation replies

Details of consultation responses received are set out in Appendix 2.

Summary of consultation responses

- Object to proposed working hours
- Working hours should be limited to normal construction hours
- George Row is unsuitable for vehicular movements from the works
- Noise, dust and nuisance from proposed works impacting upon local residents
- Impact upon residents health, risk of additional contamination
- Disturbance for local schools
- No justification for proposed works, precedent would result for Thames Tunnel.

Human rights implications

- 48 This planning application engages certain human rights under the Human Rights Act 2008 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.
- 49 This application has the legitimate aim of providing works to remove existing demolition spoil from the site. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director of Environment and Leisure

Comments are included within Appendix 2 of this report, environmental protection team

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/231-A Application file: 12/AP/2311 Southwark Local Development Framework and Development Plan Documents	Chief Executive's Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone:: 020 7525 4351 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Consultation undertaken
Appendix 2	Consultation responses received
Appendix 3	List of properties notified of application
Appendix 4	Recommendation

AUDIT TRAIL

Lead Officer	Gary Rice, Head of Development Management	
Report Author	David Cliff, Planning Officer	
Version	Final	
Dated	21 August 2012	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Corporate Services	No	No
Strategic Director of Environment and Leisure	Yes	Yes
Strategic Director, Housing and Community services	No	No
Director of Regeneration	No	No
Date final report sent to Constitutional Team	23 August 2012	

Consultation undertaken

Site notice date: 19 July 2012

Press notice date: 26 July 2012

Case officer site visit date: 24 July 2012

Neighbour consultation letters sent: 23 July 2012

Internal services consulted:

Transportation Team, Environmental Protection Team, Ecological Officer, Design and Conservation, Children's Services.

Statutory and non-statutory organisations consulted:

Environment Agency, Port of London Authority, Transport for London, City of London, Tower Hamlets, Greater London Authority, Natural England.

Neighbours and local groups consulted: Refer to map in appendix 3.

Re-consultation: n/a

Consultation responses received

Internal services

Ecology Officer:

No comments regarding this application. There is no ecological impact regarding the removal of the spoil.

Environmental Protection Team:

The documentation does not include any noise assessments. Due to the nature of the project, being a temporary structure and not a normal construction, consider that an assessment is required, it will be a predicted assessment using the best available data and then it could be confirmed from actual site measurements. Consider that the hours of working should be restricted to normal working hours i.e. 08:00 hours to 18:00 hours Mon - Fri and 08:00 hours to 13:00 hours on Saturday. With no working on Sunday or Bank / Public Holidays.

Transportation Team:

- The numbers of lorries anticipated (20) is low and there is no requirement for further mitigation beyond that proposed in the application.

- The proposed lorry route is both in and out via Chambers Street and George Row. Given the low vehicle movements there are no significant highway implications resulting from the proposed works.

- The proposed lorry route includes a turn out onto Jamaica Road from George Row. This is left turn only, so lorries would have to drive all the way to the Rotherhithe Tunnel roundabout to turn back. Whilst no significant highway impacts would result from this, it is questioned whether it would be more appropriate to utilise Bevington Street, from which a right turn is allowed.

Design and Conservation:

The proposals are for the removal of the mound of spoil from the demolition of the refrigerated warehouses formerly occupying the site. The primary impacts are the construction of a covered conveyor of 7m in height running out into the river to enable the spoil to be removed by barge at high tide. The shielded conveyor is of the minimum height necessary and will be on site for a relatively short period of time. The proposals will also result in the removal of the spoil presently mounded on site improving the appearance of the proposal site.

The design and conservation team have no objections to this proposal.

Statutory and non-statutory organisations

Environment Agency:

No objection to the planning application as submitted, providing the proposed conveyor and associated scaffolding does not touch or rest upon the existing river wall. This must be adhered to in order that the stability of the river wall is not compromised. Informatives also recommended.

Greater London Authority:

Do not consider the application is referable and will not be commenting.

Neighbours and local groups

Residents' Association for three properties (Providence Square, Providence Tower and Springalls Wharf) around Bermondsey Wall West, comprising 270 apartments:

- Working hours noise should be confined to the "normal" hours of 8am to 6pm Monday to Friday and 8am to 1pm on Saturday. The reason given for longer hours of completing the work during school summer holidays does not apply, as the school Autumn term commences on 4 September. Moreover, it is said that most of the demolition spoil will be removed by barge, so there should be minimal road use.
- The demolition spoil was to have been used to fill a coffer dam at Chambers Wharf for the construction of the Thames Tunnel Sewer. The council planners should consider the asbestos risk (which seems to be being adequately managed), and whether it is really appropriate to remove the demolition spoil now, only for new spoil to then have to be brought in at a later date to build the coffer dam. How will Thames Water bring in that new spoil?

On behalf of the 26 residential leaseholders, 2 commercial leaseholders and freeholder of Tempus Wharf, 29/33 Bermondsey Wall West:

- Object to the granting of planning permission until our reasonable requests are considered.
- Route is used by school children and their parents walking to school and is in a quiet residential area. Provision should be made for lorry parking and no vehicles should access the site between 8.00am and 10am and 3.00pm to 5.00pm. Also should be prohibition of vehicles parking in Chambers Street and causing air and noise pollution by leaving engines running. Also wish to know how vehicle management will be policed.
- Not yet seen any properly completed environmental impact assessment and rely on Southwark to make this a pre-condition.
- The temporary structures should not be placed along the east and west side of the site where they will cause maximum disturbance to the residences that overlook these sides. None of the temporary structures should be more than two stories height so as not to overlook the residences and affect their privacy and light.

Eighty representations have been received from local residents objecting in the following grounds:

- Object to proposed working hours in application (Mon to Fri 7.00am - 9pm and Saturday 7.00am to 1pm). Working proposed at unsociable hours causing noise and disturbance to residential properties. Some residential properties have windows overlooking the site. If works were to go ahead the working hours should be limited to those of normal construction projects. No weekend work should be allowed, including Saturdays. **Raised in 55 representations.**
- Object to the use of George Row/Chambers Street for vehicular movements. Causing noise and disturbance to adjacent residential properties. Vehicular movements would be dangerous for children. Concern that all the vehicular movements will be via road rather than barge. There are already problems of subsidence in Georges Row which will be made worse by the increase vehicular movements. **Raised in 45 representations.**
- Noise from equipment and barges will result in disturbance for residents. Nuisance resulting from dust. The works will result in pollution affecting the surrounding area. There will be implications for the health of residents. More asbestos could be found during the works which, what mitigation will be put in place to prevent harmful impacts.

Noise from workmen. Loading rubble onto barges could lead to risk of asbestos laden dust blowing onto residential properties. Potential light pollution. What safeguards are being put in place? Disruption to the Thames Path. **Raised in 20 representations.**

- Works are being used as a test for the Thames Tunnel. There is no justification for the proposed works. The rubble could be removed at the same time as the Thames Tunnel works if ever permitted. It would create precedent for long working hours in connection with the Thames Tunnel project. **Raised in 15 representations.**

- The proposed works would impact detrimentally upon local schools including impacts from noise and dust. Transportation movements should not be carried out within school hours. **Raised in 9 representations.**

- Consultation carried out during summer holidays and the Olympics. Consultation period should be extended. More residential properties should be consulted in the local area. **Raised in 6 representations.**

APPENDIX 3

List of properties notified of application

23/07/2012 FLATS 1-63 WRAYBURN HOUSE DICKENS ESTATE LLEWELLYN STREET LONDON SE16 4XA
23/07/2012 FLATS 1-28 OLIVER HOUSE DICKENS ESTATE GEORGE ROW LONDON SE16 4UR
23/07/2012 FLATS 1-6 32 BERMONDSEY WALL WEST LONDON SE16 4UB
23/07/2012 LIVING ACCOMMODATION 94 BERMONDSEY WALL EAST LONDON SE16 4TY
23/07/2012 30 BERMONDSEY WALL WEST LONDON SE16 4UB
23/07/2012 MERIDIAN COURT 1 EAST LANE LONDON SE16 4UD
23/07/2012 TEMPUS WHARF 33A BERMONDSEY WALL WEST LONDON SE16 4TQ
23/07/2012 FLATS 1-10 HAREDALE HOUSE DICKENS ESTATE EAST LANE LONDON SE16 4UJ
23/07/2012 5 BEVINGTON STREET LONDON SE16 4PY
23/07/2012 7 BEVINGTON STREET LONDON SE16 4PY
23/07/2012 9 BEVINGTON STREET LONDON SE16 4PY
23/07/2012 8 BEVINGTON STREET LONDON SE16 4PY
23/07/2012 10 BEVINGTON STREET LONDON SE16 4PY
23/07/2012 1 BEVINGTON STREET LONDON SE16 4PY
23/07/2012 2 FOUNTAIN GREEN SQUARE LONDON SE16 4TX
23/07/2012 3 FOUNTAIN GREEN SQUARE LONDON SE16 4TX
23/07/2012 4 FOUNTAIN GREEN SQUARE LONDON SE16 4TX
23/07/2012 11 BEVINGTON STREET LONDON SE16 4PY
23/07/2012 13 BEVINGTON STREET LONDON SE16 4PY
23/07/2012 1 FOUNTAIN GREEN SQUARE LONDON SE16 4TX
23/07/2012 6 BEVINGTON STREET LONDON SE16 4PY
23/07/2012 FLATS 1-18 HAVISHAM HOUSE DICKENS ESTATE SCOTT LIDGETT CRESCENT LONDON SE16 4UY
23/07/2012 212 BERMONDSEY WALL EAST LONDON SE16 4TT
23/07/2012 2 BEVINGTON STREET LONDON SE16 4PY
23/07/2012 4 BEVINGTON STREET LONDON SE16 4PY
23/07/2012 206 BERMONDSEY WALL EAST LONDON SE16 4TT
23/07/2012 208 BERMONDSEY WALL EAST LONDON SE16 4TT
23/07/2012 210 BERMONDSEY WALL EAST LONDON SE16 4TT
23/07/2012 FLATS 1-9 FOUNTAIN HOUSE BERMONDSEY WALL EAST LONDON SE16 4UA
23/07/2012 3 BEVINGTON STREET LONDON SE16 4PY
23/07/2012 ST MICHAELS CATHOLIC COLLEGE LLEWELLYN STREET LONDON SE16 4UN
23/07/2012 OLD JUSTICE 94 BERMONDSEY WALL EAST LONDON SE16 4TY
23/07/2012 28 BERMONDSEY WALL WEST LONDON SE16 4UB
23/07/2012 FLAT 3 FOUNTAIN HOUSE BERMONDSEY WALL EAST LONDON SE16 4UA
23/07/2012 8 FOUNTAIN GREEN SQUARE LONDON SE16 4TX
23/07/2012 9 FOUNTAIN GREEN SQUARE LONDON SE16 4TX
23/07/2012 10 FOUNTAIN GREEN SQUARE LONDON SE16 4TX
23/07/2012 5 FOUNTAIN GREEN SQUARE LONDON SE16 4TX
23/07/2012 6 FOUNTAIN GREEN SQUARE LONDON SE16 4TX
23/07/2012 7 FOUNTAIN GREEN SQUARE LONDON SE16 4TX
23/07/2012 14 FOUNTAIN GREEN SQUARE LONDON SE16 4TX
23/07/2012 11 FOUNTAIN GREEN SQUARE LONDON SE16 4TX
23/07/2012 12 FOUNTAIN GREEN SQUARE LONDON SE16 4TX
23/07/2012 13 FOUNTAIN GREEN SQUARE LONDON SE16 4TX
23/07/2012 FLATS 1-20 MICAWBER HOUSE DICKENS ESTATE LLEWELLYN STREET LONDON SE16 4XD
23/07/2012 FLATS 1-56 AXIS COURT 2 EAST LANE LONDON SE16 4UQ
23/07/2012 FLATS 1-25 TEMPUS WHARF 29 BERMONDSEY WALL WEST LONDON SE16 4RW
23/07/2012 5 EAST LANE LONDON SE16 4UD
23/07/2012 26 TEMPUS WHARF 33 BERMONDSEY WALL WEST LONDON SE16 4ST
23/07/2012 2 TEMPUS WHARF 29 BERMONDSEY WALL WEST SE16 4RW
23/07/2012 42 BERMONDSEY WALL WEST LONDON SE16 4UF
23/07/2012 FLATS 1-47 LUNA HOUSE 37 BERMONDSEY WALL WEST LONDON SE16 4RN
23/07/2012 26 CHAMBERS STREET LONDON SE16 4XL
23/07/2012 28 CHAMBERS STREET LONDON SE16 4XL
23/07/2012 APARTMENTS 1-14 22 CHAMBERS STREET LONDON SE16 4XL
23/07/2012 24 CHAMBERS STREET LONDON SE16 4XL
23/07/2012 10 CHAMBERS STREET LONDON SE16 4XL
23/07/2012 12 CHAMBERS STREET LONDON SE16 4XL
23/07/2012 20 CHAMBERS STREET LONDON SE16 4XL
23/07/2012 14 CHAMBERS STREET LONDON SE16 4XL
23/07/2012 16 CHAMBERS STREET LONDON SE16 4XL
23/07/2012 18 CHAMBERS STREET LONDON SE16 4XL
23/07/2012 33 GLADSTONE STREET LONDON SE1 6EY
23/07/2012 Riverside Primary School Janeway Street Bermondsey London SE16 4PS
20/06/1837 2 Fountain House Bermondsey Wall East SE16 4UA
20/06/1837 89 Providence Square SE1 2EB
20/06/1837 129 Providence Square SE1 2ED
20/06/1837 96 Providence Square SE1 2EB
20/06/1837 4 Luna House 37 Bermondsey Wall West SE16 4RN
20/06/1837 10 Luna Hse 37 Bermondsey Wall West SE16 4RN
20/06/1837 5 Springalls Wharf Bermondsey Wall West SE16 4TL

20/06/1837 138 Providence Square SE1 2ED
20/06/1837 126 Providence Square SE1 2ED
20/06/1837 8 Wrayburn House SE16 4XA
20/06/1837 141 Providence Square SE1 2ED
20/06/1837 5e Riverview Heights SE16 4TN
20/06/1837 138 Providence Square SE1 2ED
20/06/1837 144 Providence Square SE1
20/06/1837 81 Providence Square SE1 2EB
20/06/1837 81 Providence Square SE1 2EB
20/06/1837 33 Providence Square SE1 2EB
20/06/1837 90 Providence Square SE1 2EB
20/06/1837 9 Axis Court 2 East Lane London SE16 4UQ
20/06/1837 18 Springalls Wharf Bermondsey Wall West London SE16 4TL
20/06/1837 97a Providence Square SE1 2EB
20/06/1837 20 Luna House Bermondsey Wall West London SE16 4RL
20/06/1837 14 Meridian Court 3 East Lane SE16 4UH
20/06/1837 77 Providence Square SE1
20/06/1837 12 Emba Street SE16 4PL
20/06/1837 104 Providence Square SE1 2EB
20/06/1837 Flat 11 22 Chambersrs Street SE1
20/06/1837 136 Providence Square SE1 2ED
20/06/1837 12 Brownlow House George Row SE1