

Item No. 6.1	Classification: OPEN	Date: 22 January 2013	Meeting Name: Planning Sub-Committee A
Report title:	Development Management planning application: Application 12/AP/2976 for: Full Planning Permission Address: DOCKHEAD FIRE STATION, 8 WOLSELEY STREET, LONDON, SE1 2BP Proposal: Demolition of existing station and ancillary structures and erection of a three storey fire station with associated covered wash down, drill tower, yard, car parking, landscaping and creation of a new access.		
Ward(s) or groups affected:	Riverside		
From:	Head of Development Management		
Application Start Date 9 September 2012		Application Expiry Date 19 December 2012	

RECOMMENDATION

- 1 Grant planning permission subject to conditions.

BACKGROUND INFORMATION

- 2 This application is being reported to Planning Sub-Committee A due to its strategic nature and that Members granted permission for an earlier proposal.

Site location and description

- 3 The existing fire station was built in 1929 and is located in Sub Area 3 of the St Saviours Dock conservation area, has a Public Transport Accessibility Level (PTAL) of 3 and is located within a Controlled Parking Zone (CPZ). The site comprises a three storey building with a south facing frontage with recognisable large red appliance doors. Evidence was submitted as part of the previously approved scheme illustrating that the existing building is in a poor condition and it is generally accepted that the site no longer meets the needs of a modern fire service.

Details of proposal

- 4 It is proposed to demolish the existing fire station and ancillary structures and to erect a three storey fire station with associated covered wash down, drill tower, yard, car parking, landscaping and to create a new access along Jacob Street.

Planning history

- 5 09-AP-0078: Planning permission granted March 2009 - Demolition of existing fire station, drill tower and outbuildings and construction of a replacement fire station, training facility with integrated drill tower and boundary wall.
- 6 09-AP-0080: Conservation Area Consent granted March 2009 - Demolition of existing fire station, drill tower and outbuildings.

Planning history of adjoining sites

- 7 None relevant.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

- 8 The main issues to be considered in respect of this application are:
- a] the principle of the development in terms of land use and conformity with strategic policies.
 - b] the impact on amenity of neighbouring properties.
 - c] the impact on the character and appearance of the St Saviours Docks conservation area.
 - d] the impact on highway and pedestrian safety issues.

Planning policy

Core Strategy 2011

- 9
- 1 - Sustainable Development
 - 2 - Sustainable transport
 - 4 - Places for learning, enjoyment and healthy lifestyles
 - 12 - Design and conservation
 - 13 - High environmental standards
 - 14 - Implementation and delivery

Southwark Plan 2007 (July) - saved policies

- 10
- 2.2 Provision of new community facilities
 - 2.5 Planning Obligations
 - 3.1 Environmental Effects
 - 3.2 Protection of Amenity
 - 3.3 Sustainability assessment
 - 3.4 Energy efficiency
 - 3.6 Air Quality
 - 3.7 Waste reduction
 - 3.9 Water
 - 3.11 Efficient use of land
 - 3.12 Quality in Design
 - 3.13 Urban Design
 - 3.14 Designing out Crime
 - 3.15 Conservation of the historic environment
 - 3.16 Conservation Areas
 - 3.18 Setting of Listed buildings, Conservation Areas and world heritage sites
 - 3.19 Archaeology Priority Zone
 - 5.1 Locating Developments
 - 5.2 Transport impacts
 - 5.3 Walking and cycling
 - 5.6 Car parking
 - 5.7 Parking standards for disabled people and the mobility impaired

- 11 The following supplementary planning documents (SPD) are also relevant:
- Section 106 Planning obligations SPD (2007) adopted
 - Design and Access Statements SPD (2007) adopted
 - Sustainable Transport SPD (2010) adopted
 - Sustainability Assessment SPD (2009) adopted
 - St. Saviour's Dock Conservation Area Appraisal (2003) adopted
- 12 Adopted Policies Map March 2012:
- Urban Density Zone
 - Air Quality Management Area
 - Conservation Area (St. Saviours Dock)
 - Archaeological Priority Zone (Borough, Bermondsey and Rivers)
 - Public Transport Accessibility Level 3
 - Flood Zone 3

London Plan 2011

- 13
- 2.9 Inner London
 - 3.16 Protection and enhancement of social infrastructure
 - 5.2 Minimising carbon dioxide emissions
 - 5.3 Sustainable design and construction
 - 5.6 Decentralised energy in development proposals
 - 5.7 Renewable energy
 - 5.12 Flood risk management
 - 5.15 Water use and supplies
 - 6.3 Assessing effects of development on transport capacity
 - 6.12 Road network capacity
 - 6.13 Parking
 - 7.4 Local character
 - 7.8 Heritage assets and archaeology
 - 7.14 Improving air quality
 - 7.15 Reducing noise and enhancing soundscapes

National Planning Policy Framework (NPPF)

- 14 The NPPF came into effect on 27 March 2012 and is a material planning consideration.

Sections:

- 4. Promoting sustainable transport
- 7. Requiring good design.
- 8. Promoting healthy communities
- 10. Meeting the challenge of climate change, flooding and coastal change
- 12. Conserving and enhancing the historic environment

Principle of development

- 15 In terms of land use the proposal is acceptable in principle as the new fire station replaces an existing fire station which no longer meets the needs of a modern fire service. Although the development would not provide a range of community facilities the Council is supportive of the provision of a dedicated community room which would improve the Fire Brigade's ability to provide fire safety advice and education to the community it serves within the Dockhead area.

Environmental impact assessment

- 16 The proposed development lies out with the scope of the Town and Country Planning (Environmental Impact Assessment) Regulations 1999 and as such will not require the submission of an environmental impact assessment.

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

- 17 Saved Policy 3.2 Protection of Amenity and Strategic Policy 13 High Environmental Standards states that the Council will not allow development where it leads to a loss of amenity for neighbours.
- 18 The amenity issues arising are considered to be the impact on the pub immediately to the east of the site and the raised rear courtyards of the residential flats immediately to the west, the Commodore Building, 5 Wolseley Street, which fronts Wolseley Street.
- 19 Given the sensitivity and impact on amenity of these residential terraces, a section in context to these have been submitted [drawing 06(20) AS001]. The building would be 7.10m high along the western boundary. This would be 0.79m higher than the 6.31m height of the roof of the appliance bay approved previously. The two storey building would be approximately 1.24m above the fence of the rear courtyard at 3a Commodore Building.
- 20 Flat 3a The Commodore Building, 5 Wolseley Street raised concerns regarding the effect of the proposal on particularly the enjoyment of the courtyard and the rear of the flat, the height of the new development, a feeling of enclosure and loss of outlook. In the assessment of the previously approved scheme it was considered that the effect of the proposal on this property would be negligible as the roof of the proposed appliance bay would only be 0.45m above the existing timber fence to the east elevation of the raised rear courtyard. Although the roof of the new two storey building along this part of the site would be 1.24m above the timber fence it is considered that such an increase in height would not substantiate a reason for refusal on the grounds of an unacceptable feeling of enclosure to the adjoining property. The applicant agreed to construct this part of the development in similar yellow bricks to the Commodore Building.
- 21 The layout of the current scheme differs from the previously approved scheme in that whereas the appliance bay was located on the western boundary the current scheme proposes a two storey wing comprising a range of rooms essential for the operation of the service. The applicant advised that the storage of equipment either side of the appliance bay area is more efficient than the layout of the previously approved scheme. It is understood that due to the operational requirements of the Fire Brigade the two storey element is designed to acceptable floor to ceiling heights and it is not possible to reduce the overall height of the proposed two storey wing to below 7.10m.
- 22 The submitted daylight / sunlight report assessed the 3 windows to the east elevation of 5 Wolseley Street. These windows were assumed to serve habitable rooms and it is concluded that these rooms would remain above the minimum British Research Establishment (BRE) recommendation of 27% vertical sky component (VSC). The impact of the proposed development on these 3 windows in terms of internal daylighting and distribution of light is therefore acceptable.
- 23 The Council concurs with the statement in the submitted daylight / sunlight report that

there is no need to test the windows at 5 Wolseley Street for sunlight impacts as they are north facing. This is in keeping with BRE guidance.

- 24 Due to the revised footprint of the proposed development, omitting the training facility previously approved, it is considered that the proposed scheme would not lead to a feeling of enclosure to the first floor terrace and beer garden of the pub immediately to the east of the site.
- 25 The proposed community use would be ancillary to the main use of the building as a fire station and could be carried out at present without the need for planning permission. It is not considered that providing dedicated community facilities on site would result in any loss of amenity to neighbouring occupiers, particularly as they are likely to be used during the day or early evening.
- 26 The existing drill tower is located towards the eastern side of the rear yard whilst the proposed drill tower would have a central location within the rear yard. It is considered that the new drill tower would have no impact on light, outlook and privacy of neighbouring properties.
- 27 It is likely that the drill tower and rear yard would have to be lit for training activities when it is dark and additional security lighting around the rear yard may be required. To ensure there would be no light pollution to the surrounding residential properties, a condition requiring a schedule of any new external lighting including the drill tower and rear yard to be submitted for approval is recommended.
- 28 An objector states that the noise report deals mainly with ambient noise levels and only makes a passing reference to siren noise, which is not used discretely in this predominantly residential area. The use of siren noise is however not an issue that can be controlled under planning legislation and does not form part of the assessment of the current application.

Impact of adjoining and nearby uses on occupiers and users of proposed development

- 29 The surrounding area is predominantly residential and this use would have no impact on the proposed development. The fire station is an established use and the proposal is to redevelop the site with the addition of a community facility which would be used by the surrounding residents and residents within the catchment area of the fire station.

Traffic issues

- 30 Saved policy 5.1 of the Southwark Plan 'Locating developments' states that where major developments are not located within easy access of public transport nodes, applicants must demonstrate that sustainable transport options are available to site users and where these are not available, applicants must propose measures to promote sustainable travel. Strategic Policy 2 Sustainable Transport of the Core Strategy and Saved Policies 5.2 Transport Impacts and 5.3 Walking of the Southwark Plan aim to ensure that development does not have harmful traffic impacts.
- 31 The proposed development would not result in any significant increase in the numbers of people using the site over and above the existing situation, because staffing levels, shift patterns and the number of fire appliances would remain as existing. The proposal would however incorporate some community space capable of accommodating up to 30 people at any one time, by prior arrangement.

Given that it is likely that the community it serves would live within the Dockhead area

it is unlikely that visitors would travel to the site by car.

- 32 This proposal is located in an area with a medium PTAL rating (3) reflecting the areas medium level of access to all forms of public transport. Developments in areas with this PTAL rating are required to provide on site parking in order to minimise overspill parking on the road network. However, as the use class of this development is Sui Generis there are no published maximum car parking standards contained within the Southwark Plan. It is considered that the provision of 5 staff car parking spaces in the rear yard, including 1 for the station manager, would limit any overspill parking. As it is likely that the development would not have a significant impact upon the surrounding streets, a CPZ exemption is not considered necessary in this instance. Compliance with the measures in the travel plan should reduce the number of people travelling to the site by car. In addition to the parking spaces, 5 motorcycle spaces would be provided.
- 33 Currently vehicular access to the site is from Jacob Street and Wolseley Street. It is proposed to amend the vehicular access on Jacob Street and to realign the access onto Wolseley Street. As there are amendments to both access points it would be necessary to amend the Keep Clear markings, which should be funded by the applicant. If there is any need to relocate street furniture or parking bays the applicant would be liable for these costs as well. In addition to planning consent, any new or altered access must have the approval of the Highways Authority, before construction. It is noted that an existing access along Jacob Street will be made redundant as a result of this development and must be reinstated at the applicant's expense, with Highways approval.
- 34 The proposal would not be acceptable on highway grounds until and unless the aforementioned works have been completed, therefore a Grampian condition preventing the development from being occupied until this has been completed is recommended. The applicant would need to enter into an s278 agreement with the Council for the highway works and it is likely that the preferred option would be to secure the cost of the works through a section 106 agreement. However, as there is to be no section 106 agreement for this application this would have to be secured through a section 278 agreement.
- 35 A disabled parking bay is proposed on the front forecourt along Wolseley Street. As this bay would not be positioned on the cobbles users will be able to exit their car onto an area of smooth hardstanding (e.g tarmac) and then move without obstruction to the public pavement, which is also surfaced in tarmac; cross the entrance of the appliance bays and then enter the main entrance from a forecourt surfaced in tarmac. Officers consider that this is preferable to the alternative location of the accessible parking bay in the rear yard as this would be less accessible for visiting disabled users. Furthermore, visiting disabled users would not be able to access the main public entrance and are the location of the bay in the rear yard is likely to create further hazards and conflicts between appliances / operational activities and members of the public. It is also unlikely that there would be a safe route through the rear yard for disabled users as for the most part it would be used by fire fighters and the layout of the yard has been formulated to meet with the Fire Brigade's operational requirements.
- 36 Given that there are no minimum cycle parking standards for this Sui Generis use the provision of five cycle stands for 10 cycles in the rear yard is acceptable. However, as it is unclear as to what type of cycle stands will be provided this is covered by an appropriate condition.
- 37 The location of the proposed visitor/community cycle parking - four stands for 8 cycles - to the west of the appliance bay doors to the front courtyard would potentially

be hazardous due to interaction between fire appliances and cyclists. It is however considered that this would be the most accessible location for the intended users to the main public entrance and this is a visible position to encourage use.

Officers do not consider that access to the stands from the highway across the forecourt is an unusual risk as all appliances leave the bays with lights and sirens.

Furthermore, the doors opening will also provide an indicator and warning to cyclists that an appliance is likely to leave the building. It is likely that the risk of hazards between the interaction between cyclists and appliances leaving the station would be minimal.

- 38 The access for service and refuse vehicles is acceptable and no issues are raised in terms of trip generation or the impact of the scheme on the highway network.
- 39 The travel plan is acceptable and it is recommended that compliance with the measures in the travel plan be secured by a condition.
- 40 An objector states that Dockhead is not an appropriate location for a fire station as the street layout is impractical. Officers however have not identified any transport matters that would support such a statement and conclude that the arrangement for appliances and vehicles accessing the site from Jacob Street and exiting the site onto Wolseley Street is acceptable.

Design issues

- 41 The scale and height of the three storey block facing onto Wolseley Street, including the double height appliance bays in the central section, are generally acceptable. The main reference point is the ridge level of the Ship Aground pub, which defines the main parapet level of the proposal, with a slight increase in height to the central appliance bay (which also steps forward slightly) to give it more prominence. The relationship to the pub is crucial for the success of this proposal, and the setting back of the first and second floors of the eastern 'wing' make this more deferential.
- 42 The scale of the rear wing, at two storey, would appear to avoid conflict with neighbouring balconies and windows.
- 43 The general plan and site layout, which is driven by operational, is acceptable within the surrounding development.
- 44 It is considered that with regard to the Wolseley Street frontage the composition of the three elements, the central appliance bay, the community/office block on the west side and the narrower linking block to the pub, would result in a reasonably interesting composition and frontage to the conservation area streetscape. The scale and prominence of the appliance doors is reflected and contrasted by the double height curtain wall glazing to the entrance/reception and the community room above, which balance each other well. The three main elements of the facade are united by the consistency of the fenestration design, which still retains some variety within each element. Details of particular interest will be the points where the proposed building abuts/meets adjacent/existing buildings, particularly the pub. Whilst this could possibly be done with a recess in the brickwork, this and other significant elements can be dealt with by appropriate conditions.
- 45 A 2.5m high wall (with 1m chain-link fence on top) currently faces onto Farthing Alley and Jacob Street. This is very basic in its aesthetic and it is considered that whilst the height of the new boundary wall to the side and rear would be acceptable it would not contribute to the interest and visual permeability along the rear boundary.
- 46 Concerns are also raised with regard to the solidity and industrial appearance of the

proposed vehicular entrance gates. It is however considered that the design of these aspects can be further developed and be dealt by condition. The same issue applies to the proposed drill tower, which whilst of an appropriate scale, would benefit from some more architectural interest in its composition and detailing.

- 47 In terms of materials, the proposal is predominantly faced in brick, which should be a London stock type that will relate well to its context. This can be secured by a condition requiring the approval of a sample panel on site.
- 48 The use of poppy red coloured appliance bay doors, aluminium with a RAL 9007 grey finish for other doors and windows and louvered screens with poppy red backing panels for most of the fenestration elements are acceptable. It is considered that the appearance of the brick is enhanced by elements of terracotta cladding around the appliance doors and that the use of cut stainless steel letters above the glazing of the community room to the front elevation would be appropriate signage.
- 49 The development would include landscape design elements such as green roofs, a green wall facing onto the pub rear garden and planting around the volleyball court. Whilst it is likely that this would enhance the area and biodiversity it is considered that there are landscaping opportunities within the rear yard, particularly with trees around the 'volleyball' court, to 'soften' its impact on the context. This is a very large area of tarmac and any opportunity to improve its appearance and the site's biodiversity will be required. Detailing and specification of the landscape design together with landscaping opportunities within the rear yard can be dealt with by an appropriate condition.

Impact on character and setting of a listed building and/or conservation area

- 50 One of the primary considerations for the re-development of this site is its position within the St. Saviour's Dock Conservation Area. The particular significance of this conservation area lies in the quality of the warehouse buildings that line both sides of St. Saviours Dock, as well as the river frontage. This site lies within the 'background' area which is of less significance but still contributes to the overall character and appearance of the area. The site holds a prominent position within the conservation area townscape, and particularly in the view down Dockhead/Parker's Row. The existing station fills this prominent position with a handsome and well proportioned building that sits harmoniously within the streetscape. This design of the existing building is mainly symmetrical, with the three appliance doors central to an emphasised and unified base. Above this there is a central block with a lower recessed wing to either side. The proportions, design and materiality of the existing building also relate well to the adjacent pub building, and the two make an attractive pairing within the streetscape.
- 51 In accordance with paragraph 129 of the NPPF the local planning authority have identified and assessed the particular significance of any heritage asset that may be affected by a proposal. It is considered that the proposed development would preserve the character and appearance of the area and would respect the context of the conservation area. The use of high quality materials would also complement and enhance the area and the scheme would not introduce design details or features that are out of character with the area. While the local planning authority welcome the simple contemporary design of the proposal, its acceptability will to a large extent depend upon the quality of the materials and detailing, and particularly the response of the facing brick to its surrounding context. A large sample panel of the proposed facing brick with mortar and pointing will be required by condition on site to ensure its suitability.

Impact on trees

- 52 Although an arboricultural impacts statement has been provided this does not provide details of root protection areas as required by the relevant BS Trees in relation to design, demolition and construction 2012. This is required in order to assess the potential damage to trees within public footway and open space on Farthing Alley. This is especially relevant to the proposed removal and rebuilding of the boundary brick wall which lies within the RPA and where special consideration of foundation design is required. It is however considered that this issue can be dealt with by appropriate conditions.

Planning obligations (S.106 undertaking or agreement)

- 53 Saved policy 2.5 of the Southwark Plan sets out the instances in which obligations under Section 106 of the Act will be sought. further guidance is also contained in the Council's Planning Obligations SPD.
- 54 No planning obligations have been identified for this proposal, as these are generally only required for developments creating 10 or more residential units or 1,000sqm or more of office or retail space. There are not considered to be any specific impacts which cannot be addressed by way of conditions including a Grampian condition to secure the off-street highway works. These works would also require the applicant to enter into a s278 agreement with the Council.

Sustainable development implications

- 55 In accordance with the 2011 London Plan Policy 5.7 'Renewable energy' developments must seek to reduce carbon dioxide emissions by at least 20% through the use of on-site renewable energy generation (which can include sources of decentralised renewable energy) unless it can be demonstrated that such provision is not feasible. The 20% target applies to the predicted CO² emissions of the development, after passive design measures and efficient energy supply measures have been applied. A Energy Statement has been submitted in accordance with Strategic Policy 13 of the Core Strategy 2011. The use of a mini CHP engine and roof mounted photovoltaic cells covering an area of 15 sqm would be acceptable in this case.
- 56 The proposal is also accompanied by a Sustainability Assessment in accordance with Core Strategy Policy 1, Saved Policy 3.3 of the Southwark Plan and the Sustainability Assessment SPD to show how the scheme is the best possible development by balancing economic, social and environmental needs.
- 57 Core Strategy Policy 13 includes environmental targets. All non-residential development should achieve at least BREEAM "excellent" as a minimum. A BREEAM design stage assessment has also been submitted which concludes that the development seek to attain a BREEAM "outstanding" rating.
- 58 The local planning authority expects all buildings to be fully designed to sustainability principles, of which living roofs should be an integral component. As the entire roof is flat, those areas not required for operational use/maintenance could incorporate living-roofs, renewables or a combination of both. In this case all roofs will be green provided and a mixed plant finish and SUDS are proposed.
- 59 An Energy statement indicates that the proposed combination of energy efficiency measures, air sourced heat pumps and photo voltaic panels would achieve a carbon reduction of 25 % which would exceed the 20% normally required by policy. Based on this assessment the scheme would be in accordance with strategic policy 13 of the

Core Strategy and policies and saved policy 3.4 of the Southwark Plan. A condition is recommended in the interest of achieving these sustainability standards.

- 60 It is proposed that the volleyball perimeter would be planted. However, as no tracking drawings have been submitted to show the extent of concrete required, this aspect of the scheme can be covered by an appropriate condition.
- 61 The proposal sufficiently addresses waste reduction and provides adequate storage facilities in accordance with Saved Policy 3.7 of the Southwark Plan.

Archaeology

- 62 The site in question is located within the Borough, Bermondsey and Rivers Archaeological Priority Zone. The applicants have completed a desk-based assessment and undertaken an archaeological evaluation on site. The results of the evaluation have revealed significant and potentially nationally important remains of bronze-age archaeology deeply buried on site. Evidence from surrounding archaeological work suggests that the high sand and gravel island in this area was a focus of prehistoric agricultural activity. These remains are some of the earliest, and best preserved archaeological evidence for the establishment of arable agriculture in the British Isles. This material survives at approximately 3m below ground level so will be impacted by piles and other deep foundations. The evaluation trenches also revealed, what could potentially be evidence for bronze-age settlement associated with the field system.
- 63 Archaeological evidence from the 17th century was also well evidenced during the evaluation. This material represents the earliest reuse of this area of Southwark following its abandonment in the mid-late bronze age. The archaeological evaluation revealed evidence for settlement, land drainage and industry on site. This material survives at a level where it will be impacted by piles, drains, services and pile cap/ground beams.
- 64 The fire station itself dates from 1928 and is worth of recording as an early type of purpose-built structure and an important and visible building within the Conservation Area. The applicant's archaeologists have recommended a level three survey of the historic building that would represent a suitable record.
- 65 The archaeological interests of the can be managed with suitable conditions.

Ecology

- 66 The site currently has limited ecological value so the proposed enhancements of the brown/green roof and the recommended bird and bat boxes in the ecology report will provide real gain for biodiversity.
- 67 As the site is close to the Thames bats forage here and it is considered that a green roof would help this species. It is also considered that native planting in the grounds would again greatly enhance the area for nature.
- 68 Conditions relating to green roofs for biodiversity, bird and bat boxes and the implementation of agreed biodiversity enhancement are recommended.
- 69 Although the open space to the east of Farthing Alley is not designated Borough Open Land this park provides valuable amenity space to local residents and local workers. It is considered that the east elevation of the new boundary wall would enhance this space for continued future enjoyment of the park.

Access

- 70 All developments must incorporate the principles of inclusive design, with suitable access for people with disabilities or those who are mobility impaired. This particularly applies to the community and office areas of the station, with a particular need for a level threshold at the front entrance. A safe logical route for disabled users should also be provided.
- 71 The applicants states that the reason for locating the accessible parking bay for visitors to the front of the station is to provide its users with the easiest possible route to the main public entrance to the building.
- 72 The accessible parking bay for visitors is not positioned on the cobbles and users will be able to exit their car onto an area of smooth hardstanding (i.e. tarmac) and then move without obstruction to the public pavement, which is also surfaced in tarmac; cross the entrance of the appliance bays (which would be demarcated by tactile blister paving slabs along the two drop kerbs) and then enter the main entrance from a forecourt surfaced in tarmac.
- 73 The alternative, to relocate the accessible parking bay into the rear yard will be less accessible for visiting disabled users. They will not be able to access the main public entrance and would create further hazards and conflicts between appliances / operational activities and members of the public.

Trees

- 74 Although an arboricultural impacts statement has been provided this does not provide details of root protection areas as required by the relevant BS Trees in relation to design, demolition and construction 2012.
- 75 This is required in order to assess the potential damage to trees within public footway and open space on Farthing Alley. This is especially relevant to the proposed removal and rebuilding of the boundary brick wall which lies within the RPA and where special consideration of foundation design is required.
- 76 Conditions relating to general tree protection and foundation works are recommended.

Community Infrastructure Levy (CIL)

- 77 S143 of the Localism Act 2011 states that any financial sum that an authority has received, will, or could receive in the payment of CIL as a material 'local financial consideration' in planning decisions. The requirement for Mayoral CIL is a material consideration. However, the weight to be attached to a local finance consideration remains a matter for the decision-maker. Mayoral CIL is to be used for strategic transport improvements in London, primarily Crossrail.
- 78 The CIL payment would range between £23,954 and £49,280.
- 79 The existing building has a floor area of 723.6m² of which all would be demolished. If, at the time of implementing the scheme the building has been in lawful use for at least 6 months out of the last 12, it is likely that the demolished floorspace could be discounted from the CIL calculation. 1408m² (proposed) minus 723.6m² (existing) equals 684.4m². As £35 x 684.4 = £23,954.00 this would be amount of CIL payment. However, if at the time of implementing the scheme the building has not been in lawful use for at least 6 months out of the last 12, the CIL payment would be calculated using the proposed internal floor space of 1408m² x £35 = £49,280.

Other matters

Air impact assessment:

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The site lies within an Air Quality Management Area and an air quality assessment has been submitted. As the development would replace the existing fire station with similar facilities the effect of the operational phase on air quality would be negligible. It is recommended that permission be granted subject to conditions relating to and Environmental Management Plan and a Construction Method Statement.

Noise survey report:

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Given the relationship with adjoining residential properties a noise survey report has been submitted. It is noted that the new layout will reduce the noise levels from activities within the yard area through screening by the new building. A number of mitigation measures could be used to control the source of, or limit the exposure to noise. Officers consider that confining the use of the yard for exercise and training to between 0900 to 2200 and that for the Training Tower between 0800 to 2300 would be adequate to protect the amenity of neighbouring properties.

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Plant associated with the development will be limited particularly as ventilation is referred to in the energy statement to be natural. Although the plant noise assessment has been based on a design to 10dB below background noise this would be ensured by the use of an appropriate standard condition.

Flood risk:

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The site is located within Flood Zone 3. In addition to a Flood Risk Assessment (FRA) a detailed flood-warning and evacuation has been submitted as part of the Sequential test and exception test report.

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Whilst the site is currently used for a fire station, the applicant has demonstrated that there are no available alternative sites that are situated in a lower flood zone, or failing that, in the same flood risk zone but on a site with a lower probability of flooding. The applicant has provided further evidence to demonstrate that this location is important in order to provide an adequate level of emergency response in the borough (outside flood events). As part of the Exceptions Test, the applicant has submitted a Sustainability Assessment which includes justification that the development provides wider sustainability benefits to the community that outweigh flood risk.

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Conditions relating to contamination of the site, contamination not previously identified and a verification report are recommended.

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The EA also recommends a condition that there must be no infiltration of surface water drainage into the ground without the express written consent of the Local Planning Authority and a condition relating to piling or any other foundation designs using penetrative methods. It is not considered that these conditions would be enforceable therefore it has not been imposed. It is noted that it is likely that drainage would be covered under the Building Regulations.

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An informative relating to the storage of oils, fuels or chemicals, as recommended by the EA, is also attached.

Security:

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The proposed boundary treatment is designed to provide improved security to the proposed development.

Conclusion on planning issues

- 89 It is considered that the quality of the design of the contemporary replacement building would contribute positively to the character and appearance of the conservation area and the provision of a community engagement facility and a fully accessible building is supported. Furthermore, the new fire station will provide a sustainable building and be energy efficient.
- 90 Whilst there will be an amenity impact on the neighbours, on balance, it is considered that the benefits arising from the development, in this particular case, offset this harm.

Community impact statement

- 91 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.
- a) The impact on local people is set out above.
- b) No issues relevant to particular communities/groups likely to be affected by the proposal have been identified.
- c) No adverse or less good implications for any particular communities/groups have been also been discussed.

Consultations

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

Consultation replies

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

Summary of consultation responses

- 94 English Heritage:
Advised that it is not necessary that they should be consulted and that the application should be determined in accordance with national and local policy guidance.

The Environment Agency:
No objection subject to conditions.

Transport Team:
The applicant will need to address cycle storage details, relocation of visitors' cycle storage and relocation of visitors' disabled bays.

Urban Forester:
Recommends conditions in relation to tree protection- general; tree protection - foundation works, landscaping plan and green/brown roof/ living walls/ vertical gardens and planters.

Archaeological officer:
The archaeological interests can be managed with suitable conditions relating to:

Archaeological Mitigation, archaeological Reporting, archaeological Foundation Design and Archaeological Building Recording.

Ecology officer:

Conditions relating to green roofs for biodiversity, bird and bat boxes and implementation of agreed biodiversity enhancement are recommended.

Environmental Protection Team:

It is recommended that the application is approved with conditions.

Council for British Archaeology

No objection in principle to the demolition. The design of the new building would not preserve or enhance the character or appearance of the area. A better design would therefore be required.

Human rights implications

- 95 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.
- 96 This application has the legitimate aim of providing a replacement fire station. 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.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/228-B Application file: 12/AP/2976 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: Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Consultation undertaken
Appendix 2	Consultation responses received
Appendix 3	Recommendation

AUDIT TRAIL

Lead Officer	Gary Rice, Head of Development Management	
Report Author	Andre Verster, Team Leader (Planning)	
Version	Final	
Dated	13 December 2012	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director, Finance and Corporate Services	No	No
Strategic Director, 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		10 January 2013

Consultation undertaken

Site notice date: 28 September 2012

Press notice date: 1 November 2012

Case officer site visit date: 29 November 2012

Neighbour consultation letters sent: 4 October 2012

The following letters were returned from the Post Office for the reason that the address is incomplete:

Unit 3, St Saviours Wharf, Mill Street
Block A, part fourth floor, Hobbs Court, 2 Jacob Street
Unit A, fourth floor flat, Hobbs Court, 2 Jacob Street
16 New Concordia Wharf, Mill Street
New Concordia Wharf, Mill Street

The following letters were returned as the addressee has gone away:

Unit 3, Vogans Mill Wharf, Mill Street
Unit B, Fourth floor flat, Hobbs Court, 2 Jacob Street
17 Vogans Mill Wharf, Mill Street
12 New Concordia Wharf, Mill Street
Unity Wharf, Mill Street:
Ground floor rear
Ground floor front
Ground floor centre
First floor rear
First floor front and centre
Second floor flat
Second floor front
Second floor rear
Third floor front and centre
Third floor rear

Internal services consulted:

Transport Team
Urban Forester
Archaeological officer
Ecology officer
Environmental Protection Team

Statutory and non-statutory organisations consulted:

Environment Agency
English Heritage
Council for British Archaeology

Neighbours and local groups consulted:

FLAT 9 COMMODORE BUILDING 5 WOLSELEY STREET LONDON SE1 2BP
FLAT 10 COMMODORE BUILDING 5 WOLSELEY STREET LONDON SE1 2BP
FLAT 11 COMMODORE BUILDING 5 WOLSELEY STREET LONDON SE1 2BP
FLAT 8 COMMODORE BUILDING 5 WOLSELEY STREET LONDON SE1 2BP
FLAT 5 COMMODORE BUILDING 5 WOLSELEY STREET LONDON SE1 2BP
FLAT 6 COMMODORE BUILDING 5 WOLSELEY STREET LONDON SE1 2BP
FLAT 7 COMMODORE BUILDING 5 WOLSELEY STREET LONDON SE1 2BP
151 PROVIDENCE SQUARE LONDON SE1 2EJ
152 PROVIDENCE SQUARE LONDON SE1 2EJ
153 PROVIDENCE SQUARE LONDON SE1 2EJ
UNIT 6 LLOYDS WHARF MILL STREET LONDON SE1 2BD
FLAT 12 COMMODORE BUILDING 5 WOLSELEY STREET LONDON SE1 2BP
FLAT 3A COMMODORE BUILDING 5 WOLSELEY STREET LONDON SE1 2BP
UNIT 4 LLOYDS WHARF MILL STREET LONDON SE1 2BD
UNIT 3 ST SAVIOURS WHARF MILL STREET LONDON SE1 2BE
UNIT 3 VOGANS MILL WHARF MILL STREET LONDON SE1 2BZ
GALLERY FLAT LLOYDS WHARF MILL STREET LONDON SE1 2BD
DOCKHEAD FIRE STATION 8 WOLSELEY STREET LONDON SE1 2BP
NEW MILL STREET SURGERY 1 WOLSELEY STREET LONDON SE1 2BP
MILL HOUSE 8 MILL STREET LONDON SE1 2BA
FLAT 1 COMMODORE BUILDING 5 WOLSELEY STREET LONDON SE1 2BP
FLAT 2 COMMODORE BUILDING 5 WOLSELEY STREET LONDON SE1 2BP
FLAT 3 COMMODORE BUILDING 5 WOLSELEY STREET LONDON SE1 2BP
23 JACOB STREET LONDON SE1 2BG
UNIT 1 VOGANS MILL WHARF MILL STREET LONDON SE1 2BZ
UNIT 2 VOGANS MILL WHARF MILL STREET LONDON SE1 2BZ
THE LOFT LLOYDS WHARF MILL STREET LONDON SE1 2BD
18 LITTLE LONDON COURT MILL STREET LONDON SE1 2BF
19 LITTLE LONDON COURT MILL STREET LONDON SE1 2BF
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3 LITTLE LONDON COURT MILL STREET LONDON SE1 2BF
154 PROVIDENCE SQUARE LONDON SE1 2EJ
1 LITTLE LONDON COURT MILL STREET LONDON SE1 2BF
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66 VOGANS MILL WHARF MILL STREET LONDON SE1 2BZ
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64 VOGANS MILL WHARF MILL STREET LONDON SE1 2BZ
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62 VOGANS MILL WHARF MILL STREET LONDON SE1 2BZ
63 VOGANS MILL WHARF MILL STREET LONDON SE1 2BZ
2 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
3 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
4 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
1 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
68 VOGANS MILL WHARF MILL STREET LONDON SE1 2BZ
69 VOGANS MILL WHARF MILL STREET LONDON SE1 2BZ
70 VOGANS MILL WHARF MILL STREET LONDON SE1 2BZ
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58 VOGANS MILL WHARF MILL STREET LONDON SE1 2BZ
59 VOGANS MILL WHARF MILL STREET LONDON SE1 2BZ
60 VOGANS MILL WHARF MILL STREET LONDON SE1 2BZ

57 VOGANS MILL WHARF MILL STREET LONDON SE1 2BZ
54 VOGANS MILL WHARF MILL STREET LONDON SE1 2BZ
55 VOGANS MILL WHARF MILL STREET LONDON SE1 2BZ
56 VOGANS MILL WHARF MILL STREET LONDON SE1 2BZ
23 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
24 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
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22 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
19 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
20 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
21 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
30 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
SHIP AGROUND 33 WOLSELEY STREET LONDON SE1 2BF
29 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
26 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
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16 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
17 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
18 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
15 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
12 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
13 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
14 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
28 LITTLE LONDON COURT MILL STREET LONDON SE1 2BF
7 VOGANS MILL WHARF MILL STREET LONDON SE1 2BZ
UNIT A FOURTH FLOOR FLAT HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
FLAT 1 UNITY WHARF MILL STREET LONDON SE1 2BZ
SECOND FLOOR FLAT UNITY WHARF MILL STREET LONDON SE1 2BH
SECOND FLOOR FLAT 23 JACOB STREET LONDON SE1 2BG
THIRD FLOOR THE ITALIAN BUILDING 41-43 DOCKHEAD LONDON SE1 2BS
FOURTH FLOOR THE ITALIAN BUILDING 41-43 DOCKHEAD LONDON SE1 2BS
BASEMENT THE ITALIAN BUILDING 41-43 DOCKHEAD LONDON SE1 2BS
204 PROVIDENCE SQUARE LONDON SE1 2DZ
205 PROVIDENCE SQUARE LONDON SE1 2DZ
206 PROVIDENCE SQUARE LONDON SE1 2DZ
203 PROVIDENCE SQUARE LONDON SE1 2DZ
200 PROVIDENCE SQUARE LONDON SE1 2DZ
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202 PROVIDENCE SQUARE LONDON SE1 2DZ
B1 LLOYDS WHARF 5-7 MILL STREET LONDON SE1 2BD
FIRST FLOOR FLAT UNITY WHARF MILL STREET LONDON SE1 2BH
FIRST FLOOR FLAT 67 GEORGE ROW LONDON SE16 4UH
A3 LLOYDS WHARF 5-7 MILL STREET LONDON SE1 2BD
UNIT 5 LLOYDS WHARF MILL STREET LONDON SE1 2BD
FIRST FLOOR REAR UNITY WHARF MILL STREET LONDON SE1 2BH
SECOND FLOOR REAR UNITY WHARF MILL STREET LONDON SE1 2BH
THIRD FLOOR REAR UNITY WHARF MILL STREET LONDON SE1 2BH
GROUND FLOOR REAR UNITY WHARF MILL STREET LONDON SE1 2BH
UNIT 5 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
FLAT 49 ST SAVIOURS WHARF 23-25 MILL STREET LONDON SE1 2BE
GROUND FLOOR FRONT UNITY WHARF MILL STREET LONDON SE1 2BH
LLOYDS WHARF 2 MILL STREET LONDON SE1 2BD
THIRD FLOOR 23 JACOB STREET LONDON SE1 2BG
SECOND FLOOR FRONT UNITY WHARF MILL STREET LONDON SE1 2BH
THIRD FLOOR FRONT AND CENTRE UNITY WHARF MILL STREET LONDON SE1 2BH
UNIT 2 HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
SECOND FLOOR 67 GEORGE ROW LONDON SE16 4UH
BLOCK A PART FOURTH FLOOR HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
12 MILL STREET LONDON SE1 2BG
FIFTH FLOOR MILL HOUSE 8 MILL STREET LONDON SE1 2BA
NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
UNIT 4 ST SAVIOURS WHARF MILL STREET LONDON SE1 2BE
FOURTH FLOOR MILL HOUSE 8 MILL STREET LONDON SE1 2BA
BASEMENT MILL HOUSE 8 MILL STREET LONDON SE1 2BA
GROUND FLOOR NORTH MILL HOUSE 8 MILL STREET LONDON SE1 2BA
FIRST FLOOR MILL HOUSE 8 MILL STREET LONDON SE1 2BA
188 PROVIDENCE SQUARE LONDON SE1 2EE
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187 PROVIDENCE SQUARE LONDON SE1 2EE
184 PROVIDENCE SQUARE LONDON SE1 2EE

185 PROVIDENCE SQUARE LONDON SE1 2EE
186 PROVIDENCE SQUARE LONDON SE1 2EE
161 PROVIDENCE SQUARE LONDON SE1 2EF
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160 PROVIDENCE SQUARE LONDON SE1 2EF
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159 PROVIDENCE SQUARE LONDON SE1 2EF
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181 PROVIDENCE SQUARE LONDON SE1 2EE
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183 PROVIDENCE SQUARE LONDON SE1 2EE
36 LITTLE LONDON COURT MILL STREET LONDON SE1 2BF
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38 LITTLE LONDON COURT MILL STREET LONDON SE1 2BF
156 PROVIDENCE SQUARE LONDON SE1 2EJ
191 PROVIDENCE SQUARE LONDON SE1 2DG
192 PROVIDENCE SQUARE LONDON SE1 2DG
155 PROVIDENCE SQUARE LONDON SE1 2EJ
178 PROVIDENCE SQUARE LONDON SE1 2EF
179 PROVIDENCE SQUARE LONDON SE1 2EF
180 PROVIDENCE SQUARE LONDON SE1 2EF
197 PROVIDENCE SQUARE LONDON SE1 2DG
UNIT 7 LLOYDS WHARF MILL STREET LONDON SE1 2BD
199 PROVIDENCE SQUARE LONDON SE1 2DZ
196 PROVIDENCE SQUARE LONDON SE1 2DG
193 PROVIDENCE SQUARE LONDON SE1 2DG
194 PROVIDENCE SQUARE LONDON SE1 2DG
195 PROVIDENCE SQUARE LONDON SE1 2DG
168 PROVIDENCE SQUARE LONDON SE1 2EF
169 PROVIDENCE SQUARE LONDON SE1 2EF
170 PROVIDENCE SQUARE LONDON SE1 2EF
167 PROVIDENCE SQUARE LONDON SE1 2EF
164 PROVIDENCE SQUARE LONDON SE1 2EF
165 PROVIDENCE SQUARE LONDON SE1 2EF
166 PROVIDENCE SQUARE LONDON SE1 2EF
175 PROVIDENCE SQUARE LONDON SE1 2EF
176 PROVIDENCE SQUARE LONDON SE1 2EF
177 PROVIDENCE SQUARE LONDON SE1 2EF
174 PROVIDENCE SQUARE LONDON SE1 2EF
171 PROVIDENCE SQUARE LONDON SE1 2EF
172 PROVIDENCE SQUARE LONDON SE1 2EF
173 PROVIDENCE SQUARE LONDON SE1 2EF
46 VOGANS MILL WHARF MILL STREET LONDON SE1 2BZ
FLAT 8 66 GEORGE ROW LONDON SE16 4UH
FLAT 9 66 GEORGE ROW LONDON SE16 4UH
PART GROUND FLOOR THE ITALIAN BUILDING 41 DOCKHEAD LONDON SE1 2BS
FLAT 7 66 GEORGE ROW LONDON SE16 4UH
FLAT 4 66 GEORGE ROW LONDON SE16 4UH
FLAT 5 66 GEORGE ROW LONDON SE16 4UH
FLAT 6 66 GEORGE ROW LONDON SE16 4UH
37-39 QUEEN ELIZABETH STREET LONDON SE1 2BT
FLAT 1 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 10 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
16 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
LIVING ACCOMMODATION 33 WOLSELEY STREET LONDON SE1 2BP
PART GROUND FLOOR TO SECOND FLOOR THE ITALIAN BUILDING 41 DOCKHEAD LONDON SE1 2BS
12 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
UNIT 2 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
UNIT 11 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
UNIT 6 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
UNIT 1 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
44 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
45 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
47 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
OFFICES B TO F SECOND FLOOR MILL HOUSE 8 MILL STREET LONDON SE1 2BA
FIRST FLOOR 23 JACOB STREET LONDON SE1 2BG
FLAT 3 66 GEORGE ROW LONDON SE16 4UH
OFFICE A SECOND FLOOR MILL HOUSE 8 MILL STREET LONDON SE1 2BA
UNIT 7 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
FLAT 48 ST SAVIOURS WHARF 23-25 MILL STREET LONDON SE1 2BE
THIRD FLOOR MILL HOUSE 8 MILL STREET LONDON SE1 2BA

FLAT 28 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 29 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 3 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 27 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 24 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 25 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 26 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 34 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 35 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 4 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 33 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 30 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 31 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 32 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 15 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 16 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 17 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 14 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 11 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
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FLAT 13 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 21 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 22 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 23 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 20 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 18 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 19 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 2 PETER BUTLER HOUSE WOLSELEY STREET LONDON SE1 2BJ
FLAT 6 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
FLAT 7 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
FLAT 8 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
FLAT 5 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
FLAT 2 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
FLAT 3 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
FLAT 4 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
13 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
14 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
15 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
12 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
FLAT 9 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
FLAT 10 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
FLAT 11 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
198 PROVIDENCE SQUARE LONDON SE1 2DZ
UNIT 2 UNITY WHARF 13 MILL STREET LONDON SE1 2BA
UNIT B FOURTH FLOOR FLAT HOBBS COURT 2 JACOB STREET LONDON SE1 2BG
FIRST FLOOR FRONT AND CENTRE UNITY WHARF MILL STREET LONDON SE1 2BH
GROUND FLOOR CENTRE UNITY WHARF MILL STREET LONDON SE1 2BH
4 NEW CONCORDIA WHARF MILL STREET LONDON SE1 2BB
FLAT 1 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
UNIT 3 3 MILL STREET LONDON SE1 2DF
SHOP UNIT 1 3 MILL STREET LONDON SE1 2DE
34 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
35 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
36 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
33 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
30 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
31 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
32 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
41 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
42 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
43 AND 46 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
40 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
37 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
38 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
39 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
20 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
21 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
22 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
19 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
16 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
17 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
18 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
27 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
28 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
29 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
26 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
23 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
24 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE
25 ST SAVIOURS WHARF 23 MILL STREET LONDON SE1 2BE

FLAT 17 DOMBEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BL
FLAT 18 DOMBEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BL
FLAT 15 DOMBEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BL
FLAT 12 DOMBEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BL
FLAT 13 DOMBEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BL
FLAT 14 DOMBEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BL
FLAT 6 TAPLEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BW
FLAT 7 TAPLEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BW
FLAT 8 TAPLEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BW
FLAT 5 TAPLEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BW
FLAT 2 TAPLEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BW
FLAT 3 TAPLEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BW
FLAT 4 TAPLEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BW
UNIT B10 LLOYDS WHARF MILL STREET LONDON SE1 2BD
UNIT B11 LLOYDS WHARF MILL STREET LONDON SE1 2BD
UNIT A2 LLOYDS WHARF MILL STREET LONDON SE1 2BD
UNIT G1 LLOYDS WHARF MILL STREET LONDON SE1 2BD
FLAT 9 TAPLEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BW
UNIT A1 LLOYDS WHARF MILL STREET LONDON SE1 2BD
FLAT B1 LLOYDS WHARF MILL STREET LONDON SE1 2BD
FLAT 8 DOMBEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BL
FLAT 9 DOMBEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BL
FLAT 1 TAPLEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BW
FLAT 7 DOMBEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BL
FLAT 4 DOMBEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BL
FLAT 5 DOMBEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BL
FLAT 6 DOMBEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BL
FLAT 14 TAPLEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BW
FLAT 15 TAPLEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BW
FLAT 16 TAPLEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BW
FLAT 13 TAPLEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BW
FLAT 10 TAPLEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BW
FLAT 11 TAPLEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BW
FLAT 12 TAPLEY HOUSE DICKENS ESTATE WOLSELEY STREET LONDON SE1 2BW
116-118 TANNER STREET LONDON SE1 2HG
13 VOGANS MILL 17 NEW STREET LONDON SE1 2BZ
16 ALLEYN HOUSE LAWSON ESTATE BURGESS STREET LONDON SE1 4EW
38 ARNOLD ESTATE DRUID STREET LONDON SE1 2DU
33-35 DOCKHEAD LONDON SE1 2BS

Re-consultation:

N/A

Consultation responses received

Internal services

Transport Team:

The site has a PTAL of 3 and is located within a CPZ.

Vehicular access – is from Jacob Street and Wolseley Street. It is proposed to amend the vehicular access on Jacob Street and the access onto Wolseley Street is proposed to be realigned. As there are amendments to both access points it may be necessary to amend the Keep Clear markings, which should be funded by the applicant. If there is any need to relocate street furniture or parking bays the applicant would be liable for these costs as well. In addition to planning consent, any new or altered access must have the approval of the Highways Authority, before construction. Please include the following informative:

"The planning permission granted includes alterations and amendments to areas of the public highway, which will need to be funded by the developer. Although these works are approved in principle by the Highway Authority, no permission is hereby granted to carry out these works until all necessary and appropriate design details have been submitted and agreed. You are advised to contact the Principal Engineer, Infrastructure Group (020 7525 5509), at least 4 months prior to any works commencing on the public highway."

Any existing access which will be made redundant as a result of this development must be reinstated at the applicant's expense, with Highways approval.

Previous comments (9/8/12) required the applicant to provide a safe walking route for pedestrians. The applicant has provided this.

Previous comments from the transport group-Disabled access – the applicant should consider disabled access. A safe logical route for disabled users should be provided. It should also be noted that it would not be suitable to have a route over the existing cobbles to the front of the fire station as this is not suitable for disabled users. It is not clear as to whether the applicant has addressed this concern raised by the Transport Group.

Cycle storage:

As the use class of this development is Sui Generis there is no published minimum cycle parking standards contained within either the Southwark Plan or TfL's Guidance for Workplace Travel Planning for Development. In order to promote sustainable transport we would look for the applicant to provide ample cycle storage.

The applicant has proposed to provide five cycle stands. This is welcomed by the Transport Group. However, from the plans provided it is unclear as to what cycle stands the applicant has proposed. The applicant should be made aware that the councils preferred cycle stands are Sheffield stands.

The applicant will need to provide details with regards to the type of stands that been proposed

Previous comments (9/8/12) requested that the visitor/community cycle storage should be located at such a location to reduce any potential interaction between fire appliances and cyclist. The Transport Group do not believe that the applicant has addressed this concern, and request that the applicant address this request.

Car Parking:

This proposal is located in an area with a medium TfL PTAL rating (3) reflecting the areas medium level of access to all forms of public transport. Developments in areas with this PTAL rating are required to provide on site parking in order to minimise overspill parking on the road network. As the use class of this development is Sui Generis there are no published maximum car parking standards contained within the Southwark Plan.

Disabled parking:

From the plans provided, (06 (00)AP004) the applicant has proposed to provide the visitors disabled bay on Woseley Street. Previous comments (9/8/12) expressed concerns with the proposed location, and requested that the applicant look at relocating the disabled parking bay. The applicant has not re-located the proposed bay. The Transport Group request that this bay is relocated.

No comment with regard to service and refuse vehicle access or trip generation / highways impacts.

The travel plan is of good quality and meets LBS's approval. No further action is required in terms of securing the travel plan.

The applicant will need to address the points raised prior to any to this application being determined.

In summary

- Cycle storage details.
- Relocation of visitors' cycle storage.
- Relocation of visitors disabled bays.

Urban Forester

Although an arboricultural impacts statement has been provided this does not provide details of root protection areas as required by the relevant BS Trees in relation to design, demolition and construction 2012.

This is required in order to assess the potential damage to trees within public footway and open space on Farthing Alley. This is especially relevant to the proposed removal and rebuilding of the boundary brick wall which lies within the RPA and where special consideration of foundation design is required.

The following conditions are therefore recommended:

- Tree protection- general
- Tree protection - foundation works
- Landscaping plan
- Green/brown roof/ living walls/ vertical gardens and planters

Archaeological officer

The site in question is located within the Borough, Bermondsey and Rivers Archaeological Priority Zone. The applicants have completed a desk-based assessment and undertaken an archaeological evaluation on site. The results of the evaluation have revealed significant and potentially nationally important remains of bronze-age archaeology deeply buried on site. Evidence from surrounding archaeological work suggests that the high sand and gravel island in this area was a focus of prehistoric agricultural activity. These remains are some of the earliest, and best preserved archaeological evidence for the establishment of arable agriculture in the British Isles. This material survives at approximately 3m below ground level so will be impacted by

piles and other deep foundations. The evaluation trenches also revealed, what could potentially be evidence for bronze-age settlement associated with the field system.

Archaeological evidence from the 17th century was also well evidenced during the evaluation. This material represents the earliest reuse of this area of Southwark following its abandonment in the mid-late bronze age. The archaeological evaluation revealed evidence for settlement, land drainage and industry on site. This material survives at a level where it will be impacted by piles, drains, services and pile cap/ ground beams.

The fire station itself dates from 1928 and is worth of recording as an early type of purpose-built structure and an important and visible building within the Conservation Area. The applicant's archaeologists have recommended a level three survey of the historic building that would represent a suitable record.

The archaeological interests of the can be managed with suitable conditions relating to:

- Archaeological Mitigation
- Archaeological Reporting
- Archaeological Foundation Design
- Archaeological Building Recording

Ecology officer:

The ecological survey is comprehensive and I agree with its findings.

The site currently has limited ecological value so the proposed enhancements of the brown/green roof and the recommended bird and bat boxes in the ecology report will provide real gain for biodiversity.

Conditions relating to green roofs for biodiversity, bird and bat boxes and implementation of agreed biodiversity enhancement are recommended.

Environmental Protection Team:

It is recommended that the application is approved with conditions.

I am satisfied with the report presented by Waterman Aug 2012 which recognises that there will be no additional air quality impacts resultant form the operation of the premises when compared with the existing use.

Concerns over construction phase dust and plant emission are addressed and mitigation proposed – it suggested this be rolled forward into the environmental management plan.

In terms of noise and vibration assessment: I am satisfied with report presented by URS Aug 2012 which has addressed concerns over operational use of yard and training tower, static plant and siren use.

1. The consultants indicate that Yard use would be confined to 0900 to 2200 and that for the Training Tower use would be confined to 0800 to 2300 This would relate to its use for exercise and training since the yard would be
2. Plant associated with the development will be limited particularly as ventilation is referred to in the energy statement to be natural. The consultants have based there assessment on designing to 10dB below background - it may not therefore be necessary to apply the standard condition in this respect.
3. Concerns over construction phase noise have not been addressed however it suggested this be rolled forward into the environmental management plan.

The construction phase of the development will impact adversely on the local community and a standard condition should be applied to ensure this is controlled.

Environmental Impact of Demolition and Construction

Environmental Management Plan

Condition:

1. The development shall not commence until details of an Environmental Management Plan has been submitted to, and approved in writing by the Local Planning Authority for that part of the development. The Environmental Management Plan shall oblige the applicant, or developer and its contractor to use all best endeavours to minimise disturbances including but not limited to noise, vibration, dust, smoke and plant emissions emanating from the site during demolition and construction and will include the following information for agreement
 - A detailed specification of demolition and construction works at each phase of development including consideration of environmental impacts and the required remedial measures.
 - The specification shall include details of the method of piling.
 - Engineering measures, acoustic screening and the provision of sound insulation required mitigating or eliminating specific environmental impacts.
 - Arrangements for publicity and promotion of the scheme during construction.
 - A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme registration.
2. All demolition and construction work shall be undertaken in strict accordance with the approved management scheme and code of practice, unless otherwise agreed in writing by the Local Planning Authority.

Reason

To ensure that and occupiers of neighbouring premises do not suffer a loss of amenity by reason of pollution and nuisance in accordance with Policies 3.1 'Environmental Effects' and 3.2 'Protection of Amenity' of The Southwark Plan 2007.

Statutory and non-statutory organisations

Environment Agency:

We note that the site is located in Flood Zone 3a (FZ3a) which is deemed to be 'high risk' and is within an area benefiting from the River Thames tidal flood defences. We also note that the proposed development is classified as 'less vulnerable' by the Technical Guidance to the National Planning Policy Framework (NPPF) (Table 2).

We also note that the site has been a fire station since the 1940s and that hydrocarbon storage (fuels and petrol, both above and below ground) is present. We further note that the site investigation has revealed the presence of elevated concentrations of lead (Pb) in soil and hydrocarbons in soil and groundwater, but that no benzene, toluene, ethylbenzene and xylenes (BTEX) analyses were undertaken on the groundwater samples (BTEX compounds are indicative of petrol contamination). We further note that the report recommends additional groundwater monitoring and potential further investigation during decommissioning of the existing infrastructure.

Environment Agency position

No objection to the planning application as submitted, subject to conditions being imposed on any planning permission granted. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would wish to object to the planning application.

Conditions relating to contamination of the site, contamination not previously identified, verification report and penetrative piling or foundation designs are recommended.

In terms of surface water management the EA recommend that a drainage strategy is submitted at the detailed design stage, based on the principles set out in the submitted Flood Risk Assessment (FRA) by Phlorum Ltd (dated August 2012) (Paragraphs 4.9 to 4.21).

Informative – above ground storage of oils, fuels or chemicals

Any facilities for the storage of oils, fuels or chemicals shall be provided with secondary containment which is impermeable to both the oil, fuel or chemical and water (for example, a bund), details of which shall be submitted to the Local Planning Authority for approval. The minimum volume of the secondary containment should be at least equivalent to the capacity of the tank plus 10%. If there is more than one tank in the secondary containment, the capacity of the containment should be at least equivalent to the capacity of the largest tank plus 10% or 25% of the total tank capacity. All fill points, vents, gauges and sight gauge must be located within the secondary containment. The secondary containment shall have no opening used to drain the system. Associated above ground pipework should be protected from accidental damage. Below ground pipework should have no mechanical joints, except at inspection hatches, and should have either leak detection equipment installed or regular leak checks. All fill points and tank vent pipe outlets should be detailed to discharge downwards in to the bund. This is a requirement of the Control of Pollution (Oil Storage) (England) Regulations 2001. Further information on the minimum legal requirements is available in 'Above ground oil storage tanks: Pollution Prevention Guidance (PPG) 2' document.

English Heritage:

Advised that it is not necessary that they should be consulted and that the application should be determined in accordance with national and local policy guidance.

Council for British Archaeology:

No objection in principle to the demolition. The design of the new building would not preserve or enhance the character or appearance of the area. A better design would therefore be required.

Neighbours and local groups

Seven letters of support have been received from 116-118 and 142 Tanner Street, 5 Tapley House, 33-35 Dockhead, 38 Arnold Estate, 13 Vogans Mill 17 New Street and 16 Alleyn House Burgess Street Lawson Estate.

The following reasons for supporting the application have been given:

Modern, well equipped fire stations are needed so that fire-fighters can work in good conditions.

Dockhead fire station is a very good neighbour and at night they rarely put the siren on

and they respect people's privacy by not being noisy.

There will be better facilities in the fire station including a room which local people can be briefed with regards to fire prevention.

The present building dates from 1929 when Health and Safety regulations were not in place and there were no woman fire fighters. The scheme would increase the number of woman fire fighters, currently one, that can work at Dock head fire station.

Two letters of objection have been received from 3a Commodore Building and 34 Little London Court, Mill Street raising the following concerns:

3a is located alongside the fire station and want to be sure that the bricks of the wall adjacent 33a will be a yellowish colour similar to the bricks of the Commodore Building and Hobbs Court.

It appears that the third floor projects further back than 3a. This will prevent any sun coming into the garden of 3a which is adjacent to the west side of the new building.

The proposed second floor would impact to some extent on 3a as at present there is a fence along the east side. However, this fence is not solid and can be seen through in places. This will not be the case once the second floor is built.

Any heat or water items on the roof along the western boundary will be above 3a and would be unsightly.

Dockhead is not an appropriate location for a fire station as the street layout is impractical.

The noise report deals mainly with ambient noise levels and only makes a passing reference to siren noise, which is not used discretely in this predominantly residential area.