

Item No:	Classification: Open	Date: 3 February 2015	Meeting Name: Planning Committee
Report title:		Addendum Late observations, consultation responses, and further information.	
Ward(s) or groups affected:			
From:		Head of Development Management	

PURPOSE

- 1 To advise Members of observations, consultation responses and further information received in respect of the following planning applications on the main agenda. These were received after the preparation of the report and the matters raised may not therefore have been taken in to account in reaching the recommendation stated.

RECOMMENDATION

- 2 That Members note and consider the late observations, consultation responses and information received in respect this item in reaching their decision.

FACTORS FOR CONSIDERATION

- 3 Late observations, consultation responses, information and revisions have been received in respect of the following planning applications on the main agenda:

3.1 **Item 1 – 2/2A Crystal Palace Road**

3.2 Late observations

Since the publication of the main committee report, an additional representation has been received.

One email from Councillor James Barber with the following comments:

1. The density exceeds the maximum for a suburban area and is not in keeping with the local scale and massing. The development across the road (east of Crystal Palace Road) is the aberration and not the norm.

2. Cycle Quietway. It is unclear as to how this scheme would relate to the cycle quietway. There is no condition about agreeing a construction management plan to mitigate conflict with less confident cyclists who use Quietways.

3. Parking. The applicant proposes 44 underground parking spaces. Unless it is made incredibly easy for visitors to park they will park on the street adding further parking pressure.

3.3 Officers' response

1. The main report (para.s 24 and 25) currently refers to a density figure of 683HR/Ha which was calculated by counting all habitable rooms over 27.5sqm

twice. Whilst this is required when ensuring that the requisite amount of affordable housing is provided as a proportion of the whole, it is not required for density calculations (applying the guidance in appendix 2.6 of the Southwark Plan). Appendix 2.6 advises that for wholly residential schemes that the no. of habitable rooms is divided by the site area to provide the density. The total no. of habitable rooms across the scheme is 68, therefore using the site area of 0.12ha the density of the scheme is actually 567HR/Ha. This figure is still above the density range for the suburban density zone of 200 to 350HR/Ha. However, as explained in the main report, there is also a planning policy requirement to make efficient use of previously developed land provided that other material considerations are not unduly impacted. The high design standard of the scheme, when considered against the criteria in the Residential Design Standards SPD, should also be taken into account in the consideration of the density. There will be no undue impacts in terms of the impact on residential amenity and the height, mass and bulk is considered acceptable given the particular context of this part of Crystal Palace Road, as explained in the main report. As such, it is considered that the proposed scheme is appropriate for the site.

2. The Cycle Quietway is the borough's section of the Quietway (Waterloo to Greenwich) cycle route and would not run through Crystal Palace Road. Officers note however, that Crystal Palace Road would form part of the proposed Southwark Spine Cycle route as outlined in the Southwark Draft Cycling Strategy, which is in its consultation period. This is to be a new cycle network, linking the new north-south cycle superhighway to Dulwich and beyond. It is anticipated that this proposed development would be delivered before the cycle route is in place. Officers have considered this point and have decided that a construction management plan should be imposed here (the full wording is provided below), with particular measures to protect cyclists and pedestrians given the proximity to the leisure centre, the road junction to the north and with the proposed cycle route. In terms of safety, drivers to the development are to enter the site via the ramp to the basement parking. A traffic light signal system is proposed (secured via a condition) which would give priority to incoming traffic and would then reduce the impact of vehicles waiting on-street.

3. Paragraph 56 of the main report confirms that there will be a total of 22 No. car parking spaces in the basement (and not 44 as noted above). Paragraphs 56-62 of the main report cover traffic and parking issues and it was concluded that parking should be provided in accordance with 1 space per unit, in this high PTAL area (Level 5) otherwise any additional parking will create an undue reliance on the private vehicle. The total of 22 spaces, one for each unit, is in accordance with the Southwark Plan's sustainability objectives. Furthermore, as detailed in the main report, the scheme will provide for free car club membership for future residents for three years which will further alleviate on-street parking pressures. There are 44 secure cycle parking spaces provided in the scheme, which exceeds Southwark's standards for a scheme of this size, and will encourage more sustainable modes of transport from the private car.

3.4 Correction to recommendation of the proposal

Conditions

Add condition

Construction management plan

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing

by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i) the parking of vehicles of site operatives and visitors;*
- ii) loading and unloading of plant and materials;*
- iii) storage of plant and materials used in constructing the development;*
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;*
- v) wheel washing facilities;*
- vi) measures to control the emission of dust and dirt during construction;*
- vii) a scheme for recycling / disposing of waste resulting from demolition and construction works*
- viii) road construction trips generated, site access arrangements, construction routes and measures to ensure the safety of cyclists and pedestrians.*

Reason:

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of pollution and nuisance, in accordance with strategic policy 13 'High environmental standards' of the Core Strategy (2011) saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007), and the National Planning Policy Framework 2012.

It is noted that the west facing windows to the ground floor flat No. 0.01 faces onto the private garden of House 01. Since these are secondary windows to the living room, it is recommended that these be obscurely glazed and this will be secured via a condition.

Add Condition

The windows on the west elevation of the ground floor flat No. 0.01 shall be obscure glazed upon first installation up to a height of 1.7m from the finished floor level and shall be retained as such thereafter for the life of this permission and shall not be replaced other than with obscure glazing.

Reason

In order to protect the privacy and amenity of the occupiers and users of the adjoining properties from undue overlooking in accordance with The National Planning Policy Framework 2012, Strategic Policy 13 - High environmental standards of The Core Strategy 2011 and Saved Policy 3.2 'Protection of Amenity' of the Southwark Plan 2007.

Following the publication of the main officer's report, the applicant has revised the energy strategy for the site and has submitted a new assessment. This assessment outlines the proposed development's regulated carbon emissions with the inclusion of demand reduction measures. This is to achieve the revised 40% carbon reduction target above Part L of the 2010 Building Regulations as required by the London Plan. This assessment concludes that the CO2 savings by use of the good energy efficiency principles (Be Lean), a CHP (Be Clean) and onsite renewable energy (Be Green) reduces the CO2 emissions by 42.59% (based on regulated energy). As such this meets the planning policy requirement.

Add Condition

The development hereby approved shall be designed and constructed to achieve a minimum 40% carbon savings compared to the Building Regulations 2010 in accordance with the submitted Energy Strategy Report 03 26th January 2015.

Reason:

To ensure the proposal complies with The National Planning Policy Framework 2012, Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan 2011; Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policies 3.3 Sustainability and 3.4 Energy Efficiency of the Southwark Plan 2007.

Amend the supporting statements to the latest energy strategy as listed in the recommendation sheet:

Planning Statement; Transport Statement; Design and Access Statement CPR-P-00-MF-01-01 P3; Habitable Room Schedule 1313 CP-P-80-MF-01-03; Daylight and Sunlight Report; Daylight and Sunlight Summary dated 15th July 2014; Daylight and Sunlight Summary dated 27th August 2014; Statement of Community Involvement; Air Quality Assessment; ~~Energy Strategy Report 02~~ **Energy Strategy Report 03**; Code for Sustainable Homes Pre-Assessment Rev B; Noise Assessment Phase 1 Geo-Environmental Desk Study; Historic Environment/Archaeological Appraisal

No other change is made to the recommendation.

REASON FOR LATENESS

4. The comments reported above have all been received since the agenda was printed. They all relate to an item on the agenda and Members should be aware of the objections and comments made.

REASON FOR URGENCY

5. Applications are required by statute to be considered as speedily as possible. The application has been publicised as being on the agenda for consideration at this meeting of the sub-committee and applicants and objectors have been invited to attend the meeting to make their views known. Deferral would delay the processing of the applications/enforcements and would inconvenience all those who attend the meeting

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Individual files	Chief Executive's Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403