

## **HOUSING, ENVIRONMENT, TRANSPORT AND COMMUNITY SAFETY SCRUTINY SUB-COMMITTEE**

MINUTES of the Housing, Environment, Transport and Community Safety Scrutiny Sub-Committee held on Tuesday 10 September 2013 at 7.00 pm at Ground Floor Meeting Room G01B - 160 Tooley Street, London SE1 2QH

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**PRESENT:** Councillor Gavin Edwards (Chair)  
Councillor Michael Bukola (Vice-Chair)  
Councillor Claire Hickson  
Councillor Graham Neale  
Councillor Martin Seaton  
Michael Orey

**OTHER MEMBERS  
PRESENT:**

**OFFICER  
SUPPORT:** Sally Crew - Group Manager Policy and Programmes  
Bill Leggasick – Principal Environmental Health Officer  
David Littleton – Environmental Health and Trading Standards  
Business Unit Manager  
Fitzroy Williams – Scrutiny Team

### **1. APOLOGIES**

1.1 Apologies for absence were received from Councillor Lorraine Lauder MBE.

### **2. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT**

2.1 There were no additional items of business.

### **3. DISCLOSURE OF INTERESTS AND DISPENSATIONS**

3.1 There were no disclosures of interests or dispensations.

#### 4. MINUTES

The minutes of the meeting of the sub-committee held on 15 July 2013 were agreed as a true and accurate record.

#### 5. NORTHERN LINE EXTENSION

5.1 The chair reported that as an officer was unavailable for the last meeting, the sub-committee would receive an update on the proposal by Transport for London (TfL) and the council's position from Sally Crew the Group Manager of Policy and Programmes and Bill Leggasick the Principal Environmental Health Officer.

5.2 The officer reported that the council had made an informal representation to the Secretary of State for Transport on the 18<sup>th</sup> June 2013. This highlighted broad support for the scheme, however it also noted a number of concerns with the proposals which were highlighted below :-

- Impact of construction of the temporary shaft in Harmsworth Street including noise and other environmental effects of construction activity, including from vehicle movements related to construction; and increased road safety risk arising from vehicle movement and construction.
- Impact of construction of the permanent shaft in Kennington Park on the amenity (specifically the environmental impacts including road safety) of residents, nursery, workers and visitors to the area.
- Ground-borne noise from the tunnel construction and the exemption from the controls within Section 61 of the Control of Pollution Act 1974 as proposed in the Code of Construction Practice.
- Ground-borne noise from the operational railway and the impact on the amenity of residents, works and visitors and sought technology used as part of the Jubilee Line Extension to be employed to be employed to reduce emissions.
- Congestion at Kennington Station and the introduction of additional cross-passages at platform level, before the extension is brought into operation. The council also supported improvements to reduce congestion in the ticket hall of Kennington Station prior to the opening of the Northern Line Extension (NLE).

- Control of Street works the council opposed the dis-application of Sections 56, 56A, 58, 58A, 73A, 73B, 73C and 78A and schedule 3A of the New Roads and Street Works Act 1991.
- Employment Strategy through the development of a workforce and skills strategy setting out mechanisms and targets for recruiting and training local people across the workforce.
- Design Considerations for the Kennington Park Head House, particularly the community building, which was considered to be obtrusive to its character and appearance, as well as contributing negatively to the setting of the adjacent conservation area and listed buildings.
- Dog Walking Area and “Bee Urban” Facilities and Nature Garden

5.3 The sub-committee were informed that since the submission of the council’s representation, TfL has had time to consider both the wider and the council’s response and have made a number of changes to the proposal including;

- Removal of the proposed community building from Kennington Park.
- Adopting the ‘gallery tunnel’ approach to connect the old tunnels to the NLE tunnels and to stabilise the ground, therefore removing the need for temporary shafts at Harmsworth Street and Radcot Street.

The proposed ventilation shaft for the Northern Line Extension on the site of the Old Park Keepers Lodge would be beneath the park but it requires a head house on the surface. This building would house maintenance equipment and vents for the shaft. There will be no loss of public park space as a result of the creation of the shaft and head house. The plan is to replace the existing building with a building that meets the needs of the ventilation shaft, but can also accommodate community use.

5.4 It was also reported that TfL on the 22<sup>nd</sup> August 2013 wrote to the council and in this committed to:

- Provide the new cross-passages prior to the NLE.
- Provide an Employment Strategy, of which a draft has now been provided.
- Advised that the community building will no longer be provided following further discussion with Lambeth Council

and the 'Bee Urban' facility will be relocated and agreed the relocated dog walking area.

- 5.5 The Officer informed members that having considered the information provided the council retains a number of concerns with the proposal and submitted a Statement Case on 27<sup>th</sup> August 2013. On this date, TfL submitted an Environmental Statement Addendum which sets out changes or additions to the original Environmental Statement. A six week consultation on this document ends on the 8<sup>th</sup> October 2013 to which it is anticipated the council will submit a response.
- 5.6 Should concerns be retained a revised Statement of Case will be submitted. The Secretary of State has announced that a public inquiry will be held to consider the application starting on Tuesday 19<sup>th</sup> November 2013 lasting for approximately five weeks. There is a pre-inquiry meeting being held on Friday 13<sup>th</sup> September 2013.
- 5.7 The sub-committee were also informed that officers continue to work with TfL and a report will be going to Cabinet on Tuesday 22<sup>nd</sup> October 2013. TfL will also be hosting a drop in event to view proposals on Wednesday 11<sup>th</sup> September 2013, from 3.30 p.m. to 7.30 p.m. at Kennington Park.
- 5.8 Members were informed that the station would receive an upgrade to the ticket office and on platform level and the agreement was acceptable to both TfL and the council. Passenger growth had been looked into and not seen to have a negative impact.
- 5.9 A member of the sub-committee asked what the impacts around the permanent shaft are to local residents of Southwark? The officer reported that a majority of residents would be exposed to construction noise and as such would be able to claim secondary glazing for their home. The ground borne noise was acceptable but officers were trying to tie down TfL to a stronger commitment to reduce it, the noise constraint agreement was presently at 95% to planning conditions.
- 5.10 The officer also stated that with regards to the nursery, a barrier would be built in the grounds of the nursery and the entrance would be switched to Kennington Park Road which would be better for public safety and agreement had been sought through Section 106.
- 5.11 How long will this process take? The project starts at the end of 2014 beginning of 2015 until the third quarter of 2020, and the construction noise will be for 3 to 4 years.
- 5.12 The officer stated that secondary glazing was the 1<sup>st</sup> option for

residents, but re-housing could also be offered short term (2 weeks) to residents.

- 5.13 In response to a question regarding the level of noise residents could expect? members were informed that work would be undertaken on a 24 hour a day basis and the main noise from contractors would be the raising of debris by crane and tipped into small skips, then removed from the area by loading onto trucks (engine noise). Skips would be lined with plastic sheets to reduce noise. During the day the noise would be similar to that of a washing machine.
- 5.14 The officer reported that a hot line would be set up regarding noise problems for residents and officers were confident this would set up and in place. Officers had also discussed the noise aspect with TfL representatives and they have undertaken to work with the council and the community. They are also committed to the liaison group and all parties concerned and officers would be looking to involve all local councillors.
- 5.15 A member asked if the employment strategy includes a policy of paying a living wage? The sub-committee were informed that TfL were agreeable to this particular policy.
- 5.16 The officer responded to a question regarding residents asking whether the connection to the Kennington Loop and the permanent shaft can be located further from residents? He explained that Lambeth had commissioned work on this very point and concluded that trains would be required to make a very tight turn which would impact on speed and safety. This would lead to discomfort to passengers and higher operational noise and vibration which would lead to on-going maintenance problems.
- 5.17 The officer reported that TfL were looking to improve the station as they proposed to increase the number of trains on the northern line from 20 per hour to 30 per hour to increase the capacity due to demand.
- 5.18 The sub-committee were informed that a report would be going to Council Assembly on the 16<sup>th</sup> October 2013.
- 5.19 The Chair with the agreement of the sub-committee agreed to revisit this item of business later on this year, and informed members that the pre-enquiry would be taking place on Friday 13<sup>th</sup> September 2013.

## **6. PRIVATE RENTED SECTOR**

- 6.1 The report was introduced to the sub-committee by David Littleton

the Environmental Health and Trading Standards Business Manager, who outlined the content of the paper. It was noted that levels of anti-social behaviour were quite high, the most common type code were rowdy behaviour, noise and rowdy neighbours.

- 6.2 There are a large number of enforcement options open when considering how to deal with antisocial behaviours, the ones noted in the report are:
- Closure orders - in terms of notice seeking possession (NSP's) crack house closures, or evictions for other types of antisocial behaviour.
  - Acceptable Behaviour Contracts (ABC's) are issued by SASBU as an early intervention against all manners of antisocial behaviour. Breaches of these contracts can be used as evidence to support ASBO.
  - Anti Social Behaviour Orders are civil orders made against people who have been evidenced to have persistently engaged in antisocial behaviour. They can take the form of a stand alone order, or post conviction.
- 6.3 The sub-committee were informed that there were certain areas where private rented properties had greatly increased i.e. Peckham and Camberwell Green.
- 6.4 The officer reported that licensing would need to be introduced across the whole of the borough to address the private rented sector in Southwark to improve poor conditions and health & safety for tenants.
- 6.5 The officer explained that there was need to develop a project plan, highlight resources and put a team of officers in place. Officers would need consult with tenants and landlords as well as analyse all available data. This project will be set in motion sooner rather than later and should take 18 months to 2 years to go live.
- 6.6 This process would produce a report to Cabinet before going to Council Assembly for approval, setting fees and charges for the project which would need to be endorsed, officers believe the proposals will happen. The only question is whether it is an area scheme or borough-wide.
- 6.7 The chair stated that he understood that the council's communication team would provide a programme to raise awareness and making a case for the proposal of this scheme, followed by a phase of education and then data analysis. This would provide a report to the Cabinet which would then go to Council Assembly for agreement. The Chair stated that he felt this scheme needs to be implemented on a borough-wide basis.

- 6.8 The officer reported that once the final cost has been determined it will be relatively easy to work out the income, and the scheme will eventually work out to be self financing.
- 6.9 The sub-committee agreed to invite Paul Langford from Housing and John Daley from the Private Sector Accreditation to the next meeting of the on Monday 21<sup>st</sup> October 2013.

## **7. CABINET MEMBER INTERVIEWS 2013-14**

- 7.1 The sub-committee noted the schedule for Cabinet member interviews, and deadline dates for submissions of themes for questioning. Members were also reminded that the deadline for themes (Community Safety) for councillor Livingstone interview was Monday 16<sup>th</sup> September 2013 at 5.00 p.m.

## **8. WORK PROGRAMME**

- 8.1 The chair with the agreement of the sub-committee undertook to take the following items of business for the next meeting:-
- Work of Community Wardens – Value for Money
  - Housing Repairs/Major Work across the Borough - Performance

Meeting ended at 8.19 p.m.

**CHAIR:**

**DATED:**