

Item No: 6.	Classification: Open	Date: 3 November 2020	Meeting Name: Planning Committee
Report title: Final		Addendum report Late observations and further information	
Ward(s) or groups affected:		St Giles St George's	
From:		Director of Planning	

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 of each item in reaching their decision.

Item 6.1 Felix Post Unit and Old Age Psychiatry Building Maudsley Hospital Denmark Hill, London

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:

Additional information in respect of the masterplan for the site

4. Following publication of the original report, important information regarding the applicant's redevelopment strategy for the entire Maudsley Hospital Campus was brought to the Members attention.
5. As part of the redevelopment strategy for the Maudsley hospital campus The Trust investment team has assessed the quality of each building, the anticipated investment needed to maintain them and the known projected demands for care that will influence where they invest. This has prompted a phased re-development strategy that identifies the most likely buildings that will need replacement first and the spaces where the maximum development could be unlocked without unduly impacting current clinical

delivery. This has established a hierarchy for phased re-development (shown in the image below) around which a flexible masterplan/ massing potential has been organized.



6. The Design and Access Statement and document titled 'Response to the DRP' submitted as part of the application sets out the masterplan approach. There are various images within the 'Response to the DRP' document which demonstrate the key principles for redevelopment across the site which are:-

- Enhanced permeability by introducing east-west and north-south pedestrian routes throughout the site
- All hospital buildings to front onto the east-west green spine at the heart of the site
- Height & mass – the proposed CYP building is intended to be the tallest building on the site

7. The documents referred to above have been available to view in full on the Council's website.

Report Correction in Respect of Heritage Assets

8. Paragraph 286 of the committee report incorrectly stated that no further archaeological investigations are required on this site.

9. However, as set out in paragraph 239 of the committee report the site is located outside archaeological priority zones established in the Southwark plan. The GLHER records the presence of a historic garden and the footprint of the WW1 Period hospital, both of which are outside the area proposed for redevelopment. The Heritage statement includes some detail of the Felix Post Unit, which will be impacted by the proposals here. It is recommended, as this is part of the historic hospital, its pre WW2 development phase, this building is subject to building recording, including archive research to determine the functional changes of the building over time.
10. Two conditions are considered to be necessary in respect of heritage protection. Those conditions are numbers 4 and 9 as set out in the original committee report.

Updated Air Quality Assessment

11. Paragraph 185 of the original committee report identifies the need for a further Air Quality Assessment to be submitted. Following publication of the committee report a revised AQA was submitted to address the potential air quality impacts of the proposed CHP. This assessment has been reviewed by the Councils EPT.
12. The Following comments have been provided

"I am satisfied that the Air Quality Assessment by Stroma demonstrates a negligible impact from the installation of micro CHP plant at this development in line with GLA SPG requirements. However, the assessment has used a different CHP model (albeit indicating that it will be a less polluting model so a worse case assessment) and does not cover details such as maintenance, etc.

I accept the assessment but would recommend a pre occupation condition be included in an approval to cover the details and management of the plant"

13. An appropriate condition is recommended.

Carbon Offset Contribution

14. Paragraph 181 of the original committee report states that a carbon offset contribution of £100,800 is required to mitigate the shortfall of onsite carbon savings from the proposal. This figure was calculated using SAP2012. However, it is now appropriate to use SAP10 which would mean a lower onsite shortfall and therefore a lower contribution.

15. The correct calculation should be based on a shortfall of 46 tonnes

$$46 \times 30 \times 60 = \text{£}82,800$$

Minor Amendments to Recommended Planning Conditions

16. Following publication of the original committee report the applicant has sought to provide additional/further information to address the requirements of some of the recommended conditions. This has resulted in the need for some minor amendments to the published conditions in the following respects.
17. Condition 4 – A report has been submitted and is currently being reviewed by the Councils Heritage Officers. If the report is acceptable this condition will be reworded as a compliance condition before the planning permission is issued.
18. Condition 6 – sufficient landscaping details have been submitted to negate the need for further submissions consequently Condition 6 will be re-worded as a compliance condition.
19. Condition 8 - further details regarding the location and technical specification for the electric vehicle charging point have now been submitted and therefore the wording of this condition will be amended to be a compliance condition.
20. Condition 21 – further construction logistics information has been submitted. The wording of this condition will be amended to refer to the most up to date documents that have been reviewed by the Councils Highways Officer.

Conclusion of the Director of Planning

21. Having taken into account the additional public response, and following consideration of the issues raised, the recommendation remains that planning permission should be granted, subject to conditions as amended in this Addendum report, completion of a s106 agreement, and referral to the Mayor of London.

PURPOSE

22. 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

23. That members note and consider the late observations, consultation responses and information received in respect of each item in reaching their decision.

FACTORS FOR CONSIDERATION

Item 6.2 – Skipton House, London Road, London SE1 6LH

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

Additional consultation responses:

25. Two additional objections have been received, one from a resident of 251 Southwark Bridge Road. The objector comments that there will be no need for additional offices given the working and life style changes as a result of Covid-19, therefore the scheme, which is too close to neighbouring buildings, should not be allowed. The other objection is from a resident who wants to make sure concerns raised in their original objection to the scheme are considered.

Corrections within the report and recommendation:

26. Paragraph 3 – The proposed floorspace figure is 41,625sq. m
Paragraph 24 – The existing B1 floorspace is 24,085 sq m
Paragraph 138, 140 and 145 - there are printing errors where the paragraphs are incomplete. The following paragraphs should read:

Paragraph 138:

27. 'E&COA SPD14 states that a transport assessment is required for all major applications. This should detail the likely impact on all the transport networks, including walking and cycling, and demonstrate how development can mitigate those impacts.'

Paragraph 140:

28. 'The development would provide a new main entrance onto Newington Causeway. Secondary pedestrian entrances would be provided onto London Road and Ontario Street. Vehicular access to the site would remain unchanged, from Ontario Street, however the existing basement parking would be removed and the site would be car free, except for a wheel chair car parking space, The basement would accommodate some on site servicing, waste storage, cycle parking and staff shower facilities.'

Paragraph 145:

29. 'Officers are satisfied that subject to a comprehensive and robust Delivery and Servicing management plan being secured, vehicular trip generation from the proposed development would not have a negative impact on traffic movements in the opportunity area.'

30. Paragraph 194 - amendment to table
Employment in the development Provide 132 sustained jobs for unemployed Southwark residents made up of (125 B1) (7 A1) or make a payment of £567,600.

31. Paragraph 195: reference to drawing 13550-A-L01-SK2 should be omitted – this plan is illustrative only, and a final plan will be agreed for the s106 agreement delineating the agreed level of affordable workspace.

32. The following conditions should be added to any permission, these conditions were referenced in the officers report and have been previously agreed with the applicant;

Time Limit

33. The development hereby permitted shall be begun before the end of three years from the date of this permission.

SITE CONTAMINATION

34. In the event that potential contamination is found at any time when carrying out the approved development that was not previously identified, it shall be reported in writing immediately to the Local Planning Authority, and a scheme of investigation and risk assessment, a remediation strategy and verification report (if required) shall be submitted to the Local Planning Authority for approval in writing.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007), strategic policy 13' High environmental standards' of the Core Strategy (2011) and the National Planning Policy Framework 2019.

FINAL DELIVERY AND SERVICING MANAGEMENT PLAN

35. Before first occupation of the development hereby consented, a Final Delivery and Servicing Management Plan (DSP) detailing how all parts of the site are to be serviced shall be submitted to and approved in writing by the Local Planning Authority. The Final DSP shall be based on the principles set out in the Outline Delivery and Servicing Management Plan (Delivery and Servicing Plan - ref. no. T&PPB7918R001F0.1 - dated December 2018 - produced by Royal Haskoning DHV)
36. The Final DSP shall incorporate meaningful measures to reduce freight traffic over time and collective procurement, including consolidation of deliveries through this development's Facilities Management and/or off-site consolidation centres plus 'just in time' deliveries, in accordance with Transport for London's guidance, for instance through consolidation and collaboration

The development shall be carried out in accordance with the approval given and shall remain for as long as the development is occupied.

Reason

To ensure compliance with: the National Planning Policy Framework 2019:

Strategic Policy 2 (Sustainable Transport) of the Core Strategy 2011, and Saved Policy 5.2 (Transport Impacts) of the Southwark Plan 2007.

TRAVEL PLAN AND TRANSPORT METHODS SURVEY

37. a) Before the first occupation of any part of the development hereby approved, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall set out the measures to be taken to encourage the use of modes of transport other than the car by all users of the building. Active travel measures should be the focus of the Travel Plan.

38. b) At the start of the second year of operation of the approved Travel Plan a detailed survey showing the methods of transport used by all those users of the development to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise in accordance with any such approval given.

Reason:

In order that the use of non-car based travel is encouraged in accordance with: the National Planning Policy Framework 2019; Strategic Policy 2 (Sustainable Transport) of the Core Strategy 2011, and; Saved Policies 5.2 (Transport Impacts), 5.3 (Walking and Cycling) and 5.6 (Car Parking) of the Southwark Plan 2007.

Noise

39. The machinery, plant or equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise there from does not, at any time, increase the ambient equivalent noise level when the plant, etc., is in use as measured at any adjoining or nearby premises in separate occupation; or (in the case of any adjoining or nearby residential premises) as measured outside those premises; or (in the case of residential premises in the same building) as measured in the residential unit.

Reason

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance from plant and machinery in accordance with the National Planning Policy Framework 2019, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.2 Protection of Amenity of the Southwark Plan (2007).

EXTERNAL LIGHTING – STANDARD

40. Any external lighting system installed at the development shall comply with the Institute of Lighting Professionals (ILE) Guidance for the Reduction of Obtrusive Light (January 2012).

Reason

In order that the Council may be satisfied as to the details of the development in the interest of the visual amenity of the area, the amenity and privacy of adjoining occupiers, and their protection from light nuisance, in accordance with The National Planning Policy Framework 2012, Strategic Policy 12 Design and Conservation and Strategic Policy 13 High environmental standards of The Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and 3.14 Designing out crime of the Southwark Plan 2007.

SERVICING HOURS

41. No Heavy Goods Vehicles (HGV's) shall attend Skipton House for deliveries or collections on weekdays before 09:30 or after 17:00 and not at all on Saturdays, Sundays or Public Holidays.

Reason

To safeguard the amenity of neighbouring residential properties 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.

RESTRICTIONS ON USE

42. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order and any associated provisions of the Town and Country Planning General Permitted Development Order (including any future amendment or enactment of those Orders), the proposed D2 gym shall be used as a gym only and for no other purpose within Class D2.

Reason:

In granting this permission the Local Planning Authority has had regard to the special circumstances of this case and wishes to have the opportunity of exercising control over use, in accordance with: the National Planning Policy Framework 2019; Strategic Policy 13 (High environmental standards) of the Core Strategy 2011, and; Saved Policy 3.2 (Protection of Amenity) of the Southwark Plan 2007.

COMPLIANCE WITH AIR QUALITY - STANDARD

43. Prior to occupation this development shall achieve full compliance with the air quality assessment mitigation measures as detailed in WYG Air Quality Assessment report (ref: A111413 Issue 2, dated: 3rd December 2018).

Reason

To protect future occupiers from poor external air quality in accordance with The National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.6 Air Quality of the Southwark Plan 2007.

PLANT NOISE - STANDARD

44. The Rated sound level from any plant, together with any associated ducting shall not exceed the Background sound level (LA90 15min) at the nearest noise sensitive premises. Furthermore, the Specific plant sound level shall be 10dB(A) or more below the background sound level in this location. For the purposes of this condition the Background, Rating and

Specific Sound levels shall be calculated fully in accordance with the methodology of BS4142:2014.

Reason

To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep due to plant.

Conclusion of the Director of Planning

45. Having considered the additional information, including the additional objection, the recommendation remains that planning permission be granted, subject to conditions, including the additional conditions listed above, completion of a s106 agreement, and referral to the Mayor of London.

REASON FOR URGENCY

46. 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 Planning 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 and would inconvenience all those who attend the meeting

REASON FOR LATENESS

47. The new information, comments reported and corrections to the main report and recommendation have been noted and/or received since the committee agenda was printed. They all relate to an item on the agenda and Members should be aware of the objections and comments made.

Conclusion of the Director of Planning

48. Having taken into account the additional public response, and following consideration of the issues raised, the recommendation remains that planning permission should be granted, subject to conditions as amended in this Addendum report, completion of a s106 agreement, and referral to the Mayor of London.

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