

# STRATEGIC PLANNING COMMITTEE

# SUPPLEMENTARY

# AGENDA

Date of Meeting: **WEDNESDAY, 16 DECEMBER 2020 TIME 7.30 PM**

PLACE: **REMOTE - VIA MICROSOFT TEAMS - THE PUBLIC ARE WELCOME TO OBSERVE VIA THE COUNCIL'S WEBSITE AT WWW.LEWISHAM.GOV.UK**

	<b>Order Of Business</b>		
<b>Item No</b>	<b>Title of Report</b>	<b>Ward</b>	<b>Page No.</b>
3.	Blackheath Business Estate, Blackheath Hill, London, SE10 8BA: <ul style="list-style-type: none"><li>• Comments and additional information, including minutes from Blackheath Business Estate local meeting.</li></ul>	Blackheath	1 - 12

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Committee	STRATEGIC PLANNING COMMITTEE (ADDENDUM)	
Report Title	Blackheath Business Estate, Blackheath Hill, London, SE10 8BA	
Ward	Blackheath	
Contributors	Patrycja Ploch	
Class	PART 1	16 December 2020

## 1 **ADDENDUM**

1 This report sets out an addendum to the committee agenda published on 26<sup>th</sup> August 2019 in respect of Strategic Planning Committee that will take place on 16th December 2020. The report outlines amendments to Item 3, as set out below.

## 2 **ITEM 3 – BLACKHEATH BUSINESS ESTATE, BLACKHEATH HILL, LONDON, SE10 8BA**

### **Amendments to the Original Report**

#### *Cycle parking*

2 Paragraph 29 on page 20, states that the proposed development would provide 2,220sqm of commercial floorspace. The correct figure is 2,288sqm.

### **Comments on additional representations**

3 As part of subsequent representations received post the publication of the main committee report, no new matters have been raised that are not already considered. Although, further detail is emphasised below.

#### *Park Beekeeping / loss of existing tenants*

4 Officers would secure relocation strategy for the existing tenants, through a suitably worded obligation within an s106 agreement. This would apply to all existing tenants.

5 Concerns have been raised regarding the additional traffic movement that would be a direct result from intensification of the use of this site. To generate the movement to and from the site, the application used the Trip Rate Information Computer System (TRICS) database for residential and commercial use. Officer note that the proposed development would offer no car parking facilities with the exception of the disabled car parking spaces. This is a significant change to the existing situation where there is an ample car parking available on site. With this in mind and the fact that the applicant has made positive changes to make the built environment in and around the application site suitable for walking and cycling would result in most trips made to and from the site by sustainable transport modes. The number of trips by vehicles to and from the site would be negligible. The scheme raises no objection by the Councils Highways Authority and Transport for London, subject to securing highways improvements.

#### *Bundle of Statements*

6 The bundle of five (5) statements was received raising concerns with the following:

- Loss of light to flats within Cardinal House and Chalkhill House
- Overbearing impact on residents of Cardinal House and Chalkhill House
- Safety concerns regarding second pedestrian walkway to the rear of Business Block
- Impact of the proposed on the Brain Injury and Neurological Hospital in terms of privacy, rehabilitation and recovery
  - Applicant referring to hospital as Class D not Class C
  - Applicant referring to the internal layout of the hospital incorrectly
  - Construction
- Overall density
- Development as a car free initiative
- The Plan for the Business Block – existing tenants would operate from a multi storey building due to the use of pallets; lack of parking
- Increase in Noise Pollution
- Loss of trees on the west boundary
- Traffic including service vehicles, residential and commercial vehicles (covered above)

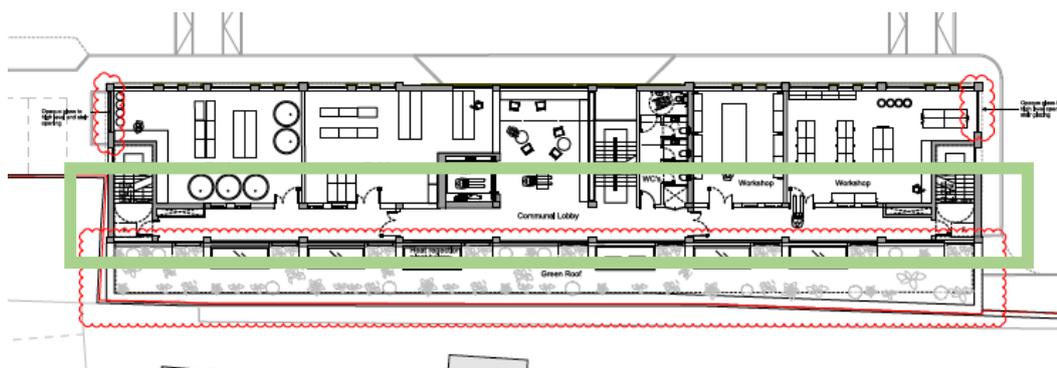
7 Concerning loss of daylight/sunlight and overbearing impact on residents of Cardinal House and Chalkhill House. Officers note that the original design of this block results in lower light levels. This is because several habitable rooms are located under recessed external walkways that hinder the windows/room ability to see visible sky. The submitted Daylight and Sunlight assessment confirmed that out of the 185 windows, only 65 currently benefit from a VSC of at least 15%, even though the windows in question currently face single storey buildings. This will reduce to 57 windows post development. The VSC results also show that currently the VSC result for the ground and fifth floors are generally between 3% and 5%, although there will be a significant reduction in the VSC level to these windows in the post-development conditions. The result indicate that these are already poorly lit spaces that are expected to use artificial lighting for a larger proportion of the time they are being uses because of the overhangs/walkways and their proximity to the bank. Turning to overbearing impact, the proposed commercial building would be located between 3.8m at the closest point and 7.2m at the widest point at ground floor level. This distance would increase to 7.3m and 11.6m respectively above the ground floor level. The impact of the development would be mitigated by inclusion of climbing plants on the rear elevation of the commercial building to soften its appearance. Officers consider given the existing site conditions and the mitigations measures proposed that the proposal would not result in an impact, which is unacceptable as to refuse planning permission, given the urban and developed context of the site and public benefit that the scheme offers through increased employment space and new housing including affordable housing.

**Image 1 and 2: Originally proposed rear elevation (left) and revised rear elevation (right)**



- 8 Concerning safety concerns regarding second pedestrian walkway to the rear of Business Block. Officers note that there is no pedestrian walkway to the rear of the proposed commercial building. There would therefore be no access toward Heathside and Lethbridge from the commercial building.
- 9 Concerning impacts on privacy, the commercial building has been designed in a way that only have internal corridors on facing rear elevations (see green box). There would be no spaces through the layout that would result in direct overlooking. Furthermore, the material used for the rear elevation would watch ribbed glass, which would provide additional layer of privacy. This can be seen from the Image 1 and 2 above.

**Image 3: Proposed layout of 2<sup>nd</sup> floor of the commercial building**



- 10 Concerning the impact on the Brain Injury and Neurological Hospital in terms of privacy, rehabilitation and recovery. Regardless of the use-class, the hospital has been treated appropriately and given full consideration in the decision making process. The current outlook from the rooms facing the application site is towards shared boundary / rear wall to the existing commercial building on site. The proposed building whist taller than the existing would be lead to improvement on outlook as they would be stepped back from the site and they would have some soft landscaping that would be seen from the hospital site. The applicant's

consultant obtained the floor plans for the patient recovery areas, which form the basis of the assessment. Officers have not received any information about the layout of the hospital to contradict the applicant assumptions on the internal layout of the hospital. In any case, it is considered that the impact would be acceptable and it would not warrant a refusal of planning permission.

- 11 Regarding construction, Officers recognise that during implementation of the development there would be a significant amount of noise, disturbance, impact on air quality from construction related activity including vehicular traffic. A draft consultation management plan (CMP) has been submitted with the application, which sets out how it is intended that the demolition and construction process would be implemented and managed. It is not uncommon for construction projects to be taken place next to sensitive uses. Officers consider that on balance subject to control of the CMP via condition it is not considered appropriate or reasonable to raise an objection to the proposal on the grounds of harm to neighbouring amenity from construction related activity.
- 12 Concerns have been raised with density of the development. Whilst the proposed development would exceed a range for an urban location, the current policies require development to make the most efficient use of land and to optimise density using an assessment of site context and a design –led approach to determine site capacity. Officers are satisfied that the application has sufficiently demonstrate that site is capable of delivering a successfully developed at a higher density.
- 13 Concerns were raised with the development as a car free initiative. Councils Highways Authority, GLA and TfL support the car free development. The applicant has made positive changes during the determination of the application to ensure that the development is not dominated by cars and they seek to prioritise modes of sustainable and active travel over that of vehicle. The submitted transport statement demonstrates that it is estimated that the majority of trips would be taken by sustainable modes of transport given the lack of car parking spaces. In additional the applicant has been asked to enter in a legal agreement which would prevent future tenants and residential from obtaining car parking permits. Furthermore, the application would be required to submit a Travel Plan for both residential and commercial use that would further help promote sustainable and active travel and discourage car-use. This will help further mitigate against increased on-street demand for parking.
- 14 The Plan for the Business Block – existing tenants would operate from a multi storey building due to the use of pallets; lack of parking. The development has been designed in collaboration with a local multi-disciplinary design studio, Studio Raw. The applicant has looked at the need of potential tenants, allowing the architects to design the building that responds to those needs, be flexible, and intensify the employment use on site. Officers also note that the commercial building has been designed in line with the industrial intensification and co-location study: design and delivery testing prepared by We Made That. The study was commissioned by the GLA to explore the potential for intensifying use of London's industrial land, in response to new policies in the draft London Plan. The information contained within this document influenced the design of the service yard. Having reviewed the documents and assessed the proposal, officers are satisfied that the yard space provided would comply with the requirements sets for proposed uses at the site.

- 15 Increase in Noise Pollution from the site. The proposed development would intensify the use of the site and therefore it is inevitable that there will be some increase in noise pollution from the site. The commercial use has been already established at the site, and given that the application is surrounded by residential properties there is no objection to the proposed new use here. The application submitted a noise survey that was reviewed by the Council's Environmental Protection Officer, who raised no objection to the proposed scheme provided that recommendations given in the report are put into place, in terms of glazing and wall construction they are satisfied with the Noise Assessment and its recommendation. An appropriate condition has been added ensuring of this.
- 16 Concerning the loss of existing trees. The proposal would remove 38 trees. All the trees that would be removed are category C (low quality) trees. During the determination of the application. The proposed development includes the planting of 50 new semi-mature and established trees across the site, giving a positive net gain of 12 new trees. In addition to the proposed tree planting, the applicant is also proposing to improve public realm through soft landscaping on the ground and roof level.

*11 Hollymouth Close*

- 17 The issues raised in this objection letter submitted to Strategic Planning Committee members relate to
- Loss of amenity to tenants in designed accommodation for families with complex medical needs
  - Overbearing impact on two residential medical units treating NHS patients with brain injuries and neurological conditions.
  - Immediate loss of livelihood of 18 thriving, small, local businesses
- 18 Officers note that all these points were covered in paragraphs 7, 10, 4 and 14 of this addendum report.

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## BLACKHEATH BUSINESS ESTATE VIRTUAL LOCAL MEETING

<b>Application</b>	The construction of a part seven/part nine storey building on the site of Blackheath Business Estate, Blackheath Hill SE10 to provide 31, one bed 24, two bed and 8, three bedroom self-contained flats and a four storey building to provide 2288 sqm <sup>2</sup> commercial space, together with disabled parking, cycle parking, play space, refuse storage and plant.
<b>Site</b>	Blackheath Business Estate, Blackheath Hill, London, SE10 8BA
<b>Application no</b>	DC/20/117309
<b>Date</b>	5 October 2020 between 19.00-20.00

**Lewisham Planning attendees -** Patrycja Ploch (Senior Planning Officer)

**Ward Councillors -** Cllr Bonavia (Ward Councillor for Blackheath)  
Cllr Campbell (Ward Councillor for Blackheath)

**Applicant's attendees –** Ben Spender (GS8)  
Nick Evans (Vabel)  
Louise Welham (DP9)  
Sam Hine (DP9)

**Public attendees -** Approximately 16

### 1. WELCOME AT 7PM

Planning Officer introduced a meeting and briefly explained the programme for the meeting.

Cllr Bonavia officially opened the meeting and explained the procedures.

### 2. BRIEF PRESENTATION BY THE APPLICANT'S TEAM

The introduction was followed by a presentation prepared by the application and the team. The presentation run through the proposed development.

### 3. QUESTIONS AND ANSWERS

After the presentation was over the floor was opened to questions and answers. The following questions were asked by participants (bold). The responses are provided and marked with word 'Answer' following each question.

**Are you using MBHR systems? Surprised you didn't mention in sustainability section.**

Answer: Yes, this is standard practice.

**Will you be using cavity wall or ecobeads?**

Answer: Not decided yet, but neither of them.

**How tall is the building?**

Answer: 33m at the highest.

**Statement from a Clarkhill resident was read out. The statement claimed there was no consultation. It went on to say the DLSL situation is very bad and making it worse will badly affect their child who has some special needs.**

Answer: The applicant commissioned Daylight & Sunlight Assessment, prepared by Tuffin Ferraby Taylor (TFT), dated 16 June 2020.

The effect of daylight and sunlight has been tested against BRE guidance. It is noted that the original design of Block D, Beechwood Place results in lower light levels on the elevation facing the development site. This is because several habitable rooms are located under recessed external walkways that hinder the windows/room ability to see visible sky and this is indicated by the poor light level currently experienced.

Daylight is measured using Vertical Sky Component (VSC). In urban locations such as this one, the case law established that if VSC value is 15% or more then the flat would receive good level of daylight

Out of the 185 windows tested, only 65 currently benefit from a VSC of at least 15%, even though the windows in question currently face single storey buildings. This will reduce to 57 windows post development, that's 8 windows that would be below 15%. Whilst the scheme is not BRE compliant the impact to those properties would not be significantly different to the existing situation caused by the original design of the building.

The flats have access to the elevation at the frontage of the building where the levels of daylight and sunlight are better, therefore all residents would have access to well-lit areas of the flats and only a one habitable room would be affected looking at the approved floor plans for the development.

**The existing ward in the hospital site do not have much light, this might affect patients.**

Answer: The southern elevation of the hospital building would experience daylight and sunlight impact. The rooms that would be affected are not permanently occupied by one person. Given the nature of the use of the hospital and the room the impact is assessed in a different to if the building was used a house.

**Construction would result in creation of dust and other disturbances.**

Answer: It is recognised that during implementation of the development there would be a significant amount of noise and disturbance from construction related activity. Construction related noise and activity cannot be avoided when implementing a development of this nature and scale. This is a relatively short-term impact that can be managed as much as practically possible through measures such as a Construction Management Plan (CMP) and control of construction hours.

An Outline Construction Logistics Plan, prepared by Ardent, dated May 2020, have been submitted in support of application. Officers will be requesting that an update Construction Management Plan including Logistic Plan should be secured through planning condition.

Lastly, it should be noted that it is not uncommon for mid-scale to large scale development to be constructed next a hospital, for example Shard was being constructed near Guy's Hospital in London Bridge.

**Fears there will be illegal parking overspill.**

Answer: The proposed development would be car free with the exception of three (3) disabled parking spaces. All prospective residents and commercial occupiers would be prevented from obtaining on-street parking permit in order to avoid parking street in the surrounding area. To reduce the need to car ownership from that indicated by applicant date, a membership to a car-club should be provided to each potential residents. This would be secured through appropriately worded section 106 obligation.

However, if there is any illegal car parking happening in the local area now or when the development is completed and occupied. You should in the first instance always try and resolve the issue peacefully yourself. If you can't find the driver to speak to them, try leaving a polite note on their windscreen. Failing this, please contact the council at [lewishamparkingenforcement@nslservices.co.uk](mailto:lewishamparkingenforcement@nslservices.co.uk). The traffic enforcement team will attempt to trace the owner and can arrange for the vehicle to be removed if necessary.

**Statement was about parking and that the Holly Mount residents end up paying for damage to grounds by cars from outside the estate.**

Answer: As mentioned above, prospective residents and commercial occupiers would be prevented from obtaining on-street parking permit in order to avoid parking street in the surrounding area.

However, if there is any illegal car parking happening in the local area now or when the development is completed and occupied. You should in the first instance always try and resolve the issue peacefully yourself. If you can't find the driver to speak to them, try leaving a polite note on their windscreen. Failing this, please contact the council at [lewishamparkingenforcement@nslservices.co.uk](mailto:lewishamparkingenforcement@nslservices.co.uk). The traffic enforcement team will attempt to trace the owner and can arrange for the vehicle to be removed if necessary.

**Planning officer was requested to "walk the site".**

Answer: Since the local meeting the planning case officer has visited the site alone as requested.

**Blackheath Hill Residents Group which has in excess of 106 co-signatories to our letter of objection. We recognise that GS8/Vabel made some effort to engage with the local community, but there were major inadequacies within the consultation process at the pre-planning stage.**

Answer: The National Planning Policy Framework (February 2019) states that pre-application engagement with the community is encouraged where it will add value to the process and the outcome.

The applicant has organised community workshops which have been attended by a few residents. This shows that the applicant has tried to engage with the local community as it was stated in the submitted Statement of Community Involvement.

**Tenants had not been consulted. New tenants still coming in because the units are great - no need to improve. Wanted compensation and asked how much they'd all get, etc.**

Answer: The applicant encouraged the tenants to continue to contact him directly to discuss the relocation and/or compensation.

**Confined his comments to biodiversity. Did not believe the biodiversity situation could be improved via this development.**

Answer: The development would result in a removal of 38 trees. These trees are in poor health. The proposed development includes the planting of 50 new semi-mature and established trees across the site, giving a positive net gain of 12 new trees. In addition to this the applicant is also proposing to improve public realm through soft landscaping on the ground and roof level. The proposal would therefore result in biodiversity gain.

**We feel that this is an overlay ambitious, dense and overbearing scheme of very high residential and business buildings whose scale is not commensurate with the immediate surrounding building which include the hospital, Block D Parkside and the properties (including those that are listed) on Blackheath Hill, none of which exceed 5 storeys as viewed from Blackheath Hill kerbside.**

**Do you accept that this development will have a massive impact on the amenity, (in planning terms), of the immediate community with respect of loss of privacy, overshadowing, overbearing/oversized, increase noise, increase pollution, loss of mature tree canopy.**

Answer: The development would optimise the use of brownfield site and create positive addition for the local area, through bring this site forward with housing and employment space. The impact of the development has been robustly assessed through a number of technical documents, all of which consider that impact of proposed development to be acceptable in terms its impact on neighbour amenity, urban context and highway and transport.

**What actual number (not percentage) of the proposed residential accommodation will actually be designated for social housing (not affordable housing)?**

Answer: The application would deliver 20 affordable housing units. Out of the 20 units, 14 would be social rented and they would be mainly 3-bedroom flats and 6 would be intermediate/shared ownership.

### **Post Meeting Questions**

**The submission includes a report on air quality carried out shortly after Lockdown began, when traffic on the A2 was virtually non-existent.**

Answer: Council's Environmental Protection Office (Air Quality) reviewed the submitted information and advised that the assessment demonstrated that the changes in traffic flows brought about by the proposed development will be below published screening thresholds, and thus the impact on local roadside air quality will be insignificant. Overall,

the construction and operational air quality effects of the proposed development are judged 'not significant'. The proposed development has also been shown to meet both the current, and intend to Publish, London Plan's requirement that new developments are at least 'air quality neutral'.

**Your department granted a two-week extension for objections to be submitted. This in itself appears to acknowledge that insufficient time had been allowed for those objections.**

Answer: The formal consultation period last for 21 days. The period of time was extended as officers knew that the application will not be determined after that period and a reasonable request was made by the member of the public.

**Other**

Officer note that any further comments, letters of support and objection would be counted and taken into account as long as the application is live

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