

PLANNING APPLICATIONS COMMITTEE – 12TH-MARCH 2009

Ref.	Address	Proposal
2008/4452	Land including Springfield University Hospital, Ronald Gibson House, Joan Bicknell Centre and Central London Golf Centre, 61 Glenburnie Road, SW17	A) Redevelopment of Springfield Hospital site entailing the erection of 25,000sq.m replacement mental health facilities (Class C2/C2A); up to 1,200 residential dwellings (including up to 300 dwellings within the converted Main Building and Elizabeth Newton Wing); elderly persons' care home (total 113 units including 53 close care/extra care apartments) (C2); new primary school (D1); 6237sq.m of commercial floor space including up to 2455sq.m of retail (A1), 2000sq.m of professional/financial services (A2), 2000sq.m restaurants and cafes (A3), 1000sq.m drinking establishments (A4), 500sq.m hot-food takeaways (A5), 2000sq.m business (B1), 2000sq.m non-residential institutions (D1), 2000sq.m, assembly and leisure (D2); landscaped public park; other private and public open space; construction of a combined cooling, heat and power energy centre; associated landscaping, parking, roads, access and infrastructure and other associated works. (Outline application with all matters reserved).
2008/5135	- ditto -	B) Demolition of White Lodge, Harewood House, Glenburnie Road Lodge, Hebdon Road Lodge, ABCD Building, Old Estates Building, John Meyer Wing and the Former Laundry Block (listed building consent).
27.10.08	Wandsworth Common	

SITE: The hospital site (33.3ha in total) is owned and operated by South West London and St George's Mental Health NHS Trust (The Trust) that provides mental health services for the local Merton, Sutton and Wandsworth population as well as specialist regional and national services. Small parts of the site, mainly on the northern edge of the site, are occupied by other health care related users. To the south-west of the hospital buildings, land is leased to the Central London Golf Centre.

The site is bounded by Burntwood Lane to the north-west, Beechcroft School, College Gardens, Chancery Mews, Ernest Bevin College and the Malcolm Gavin Hall site to the north-east, Glenburnie Road, Lingwell Road and Hebdon Road to the south-east, Streatham Cemetery to the south, St. George's Grove currently under construction and Burntwood School to the south-west. There are two main vehicular entrances, one each off Burntwood Lane and Glenburnie Road, and two pedestrian accesses, one off Hebdon Road and another to St. George's Grove but these are both locked.

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The site is dominated by the grade II listed Main Hospital Building dating from 1840 which is a symmetrical red-brick and slate roofed 3-storey Tudor-style building. The building has been extended by 2-storey 1874 wing additions, a connection to Tall Trees the former Superintendent's House dating from 1882 and the John Meyer Wing (1886) to the rear. The building, adjoined by airing courts and open grounds originally used as gardens for mental health patients, was constructed as a purpose-built mental health asylum. The building, which is included in the Heritage and Risk Register as published by English Heritage compiled in association with the Council with particular reference to the Orchid Wing, comprises the main offices, various hospital departments, a shop and hospital wards. Large parts of the building are now vacant following the transfer of wards and the recent construction of the Phoenix Unit.

The 2-3 storey grade II listed Elizabeth Newton Wing building completed in 1897 was constructed as the Annexe for Idiot Children and was listed in 1997. With red brick and slate roof with tall brick chimney stacks the building now comprises several hospital departments, outpatient departments, wards, clinics, and offices. A single-storey pre-fabricated restaurant dating from approximately the 1960's has been erected to the rear.

There are 11 pre-1948 buildings within the site which are listed either by virtue of their curtilage status or subsequent attachment to the listed buildings and are annotated on the adjoining "Existing Site" plan:

- 1) White Lodge (1872), two-storeys white rendered walls and slate roof is the former Cottage Hospital and initially constructed for infectious patients but is now used for some hospital outpatient and community departments. Located adjacent to the east boundary.
- 2) The Chapel (1881), yellow brick and slate roof located to the rear of the Main Building currently used by Mayfield Gymnastics Club. On the Council's local list of historic buildings.
- 3) Island House (late 19th century) single-storey yellow stock building and slate roof to the rear of the Main Building previously used as the mortuary. Now used as offices and archiving.
- 4) Ballroom (late 19th century) part two-storey part single-storey yellow stock brick building slate roof located to the rear of the Main Building. Used by Mayfield nursery.
- 5) Old Laundry Block (1896) located to the rear of the Main Building between the John Meyer Wing and the Ballroom, two-storey yellow stock brick and slate roofed now used for conference, training and clerical purposes. Attached to the Main Building by a link corridor and archway.
- 6) John Meyer Wing (1866) a later extension of the Main Building, two-storey yellow stock and slate roof building housing the Intensive Care Unit.
- 7) Old Estate Buildings (late 19th century) single and two-storey yellow stock brick and part slate part tile roofed workshops set around courtyard used for site maintenance. Located to the rear of the Main Building.

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8) Harewood House (1930) three-storey red brick and slate roof building located to the south-east boundary adjoining Ernest Bevin College and the Glenburnie Road entrance. Former nurses home, now for administration and some outpatient and inpatient care.

9) ABCD Building (1931) two-storey red brick and slate roof also known as the Infirmary block situated to the south of the main building adjoining Streatham Cemetery. Constructed for patients with physical illness now contains some hospital departments, pharmacy and several wards.

10) Glenburnie Lodge (1897) two-storey gatehouse adjoining the Glenburnie Road entrance now used by security.

11) Hebdon Lodges (1931), now called the Corner Houses, two detached two-storey red brick buildings formerly providing accommodation for doctors but now forming one building containing a care centre for deaf children.

There are several post-1948 buildings of varying size and form at the site. The most noteworthy are described below:

12) Wandsworth Acute Unit currently under construction and nearing completion. Modern 2-storey building to provide Adult Acute Care, 10 bed Psychiatric Intensive Care Unit and offices on site of old generator.

13) Trust Headquarters 2-storey prefabricated flat roofed building.

14) Phoenix Unit modern built 2-storey building containing hospital wards with ancillary offices, modern design and materials built between Elizabeth Newton Wing and ABCD Buildings.

15) Diamond Estate, 1970's style small housing estate comprising 21 grey brick-built 2-storey dwellings used as staff accommodation situated in the south of the site on Metropolitan Open Land.

16) Shaftesbury Clinic, part 2-storey, part single-storey, red brick building dating from approximately 1980's which is a medium security building containing a number of hospital wards situated in the south of the site on MOL.

17) Joan Bicknell Centre learning disability centre owned and run by Wandsworth PCT in the north of the site adjacent to College Gardens. Single-storey flat roofed brown brick 1980's style building.

18) Ronald Gibson House run by the Brendoncare Foundation is a nursing care home for the elderly. 2-storey 1980's brown brick and red tile roof building.

19) Burntwood Social Education Centre day activities for people with learning disabilities. Simple 1980's style, flat roofed, single-storey building comprising of glazing, exposed red frame and brick dwarf wall.

The single-storey Central London Golf Centre clubhouse including a tall driving range net (20), a red/brown brick storage building (21) and 5, 2-storey red-brick boarded up dwellings to the Burntwood Lane frontage (22) are all sited within Metropolitan Open Land (MOL). Numerous other buildings are sited across the hospital campus such as shelters, electricity sub-stations and a water pump house. Most of the open land to the north, west and south-west of the hospital buildings

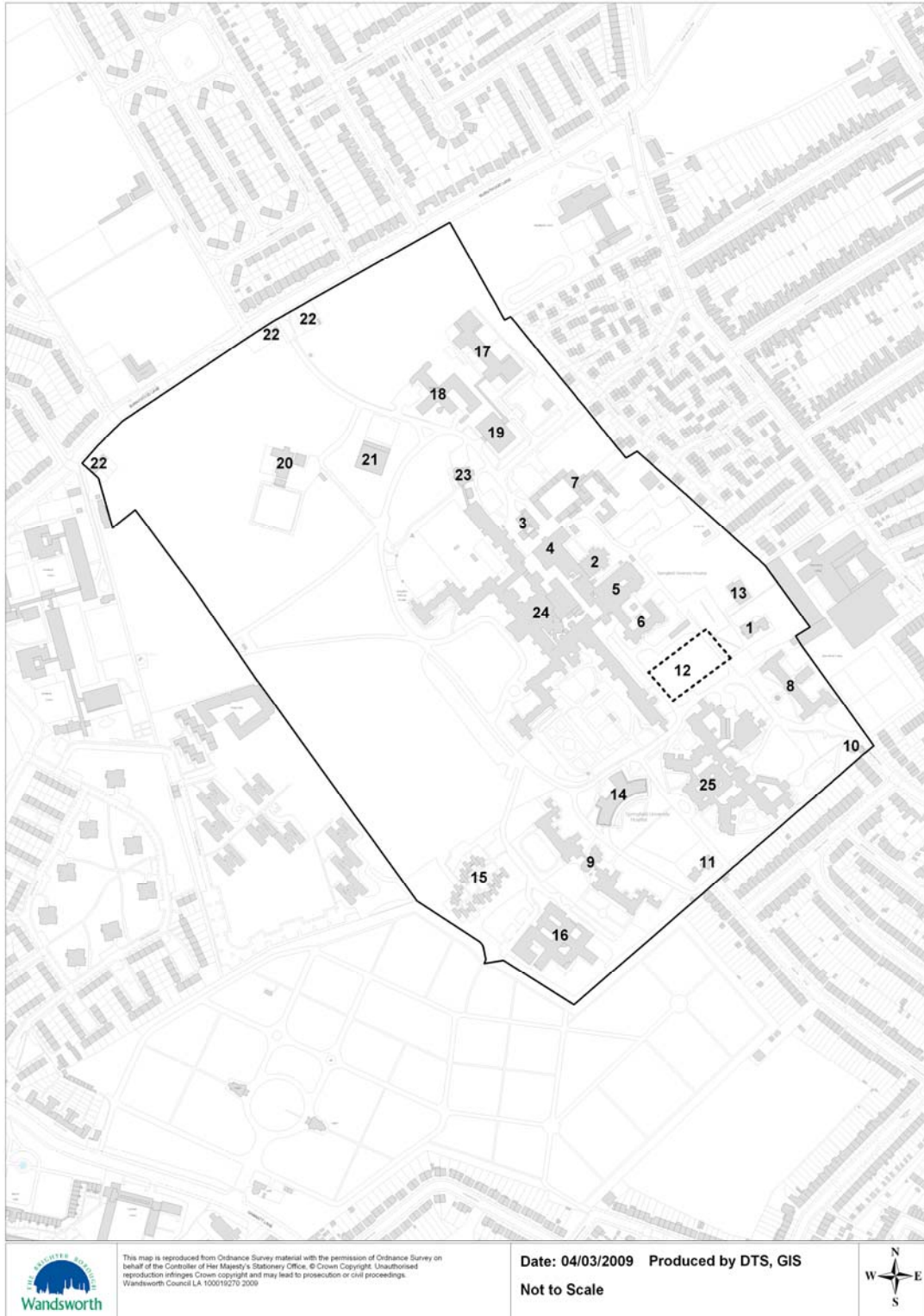
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complex is designated MOL, 15ha (45% of the site), and is occupied by the 9 hole golf course.

The Gardens of Springfield University Hospital are a Grade II Registered Park and Garden as they are considered to be of sufficient historic interest as a rare survival of an early rural asylum landscape which predated the 1845 Lunatics Act. The site gently slopes downward from the Glenburnie Road entrance westward and numerous trees of varying size, species and quality range across the site. A group Tree Preservation Order covers the southern part of the site from the east boundary with Ernest Bevin School to the west boundary adjoining Stretham Cemetery.

Map 1. Existing Site



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Streatham Cemetery to the south and Battersea Ironsides Sports Club and sports grounds between Openview and Fieldview opposite the north entrance are designated MOL. Magdalen Park Conservation Area is situated to the north and Wandsworth Common Conservation Area to the north and north-east.

HISTORY: There have been over 100 applications (including observations) regarding the Springfield Hospital site for various developments and additional buildings.

The Trust commissioned a Conservation Plan of the site in conjunction with English Heritage and the Council in 2000, updated 2002, which sought to identify those features of the site which are of key significance in terms of conservation and how re-development may be integrated within the site to respect those parts of the site and buildings which are important. Buildings vulnerable to change by their condition or to their use were also included. The Conservation Plan did not form part of any application to the Council nor was it formally adopted by the Council. A Development Brief prepared by the Council in 1997, updated 2000, intended to provide guidance to the health authorities on the re-development of the sit.

2002: p.p. granted for erection of a building to the north of Hebdon Lodge, arranged on two floors (ground and lower ground floor levels), for use as hospital wards with ancillary offices, dining rooms and associated parking spaces and delivery area. (Implemented and known as the Phoenix Unit).

2003: p.p. granted for conversion of the redundant Orchid Wing of the Springfield Hospital, part of the Grade II Listed Hospital and identified on the Buildings at Risk Register, to form 36 flats (6, 1-bedroom, 4, 2-bedroom, 5, 3-bedroom and 21, 4-bedroom).

2006: p.p. for demolition of Old Powerhouse. Erection of hospital building to replace the existing John Meyer Ward, comprising basement car park and two floors of hospital accommodation above including offices and accommodation for an 18 bed Adult Acute Unit and 10 bed Psychiatric Intensive Care Unit. (Currently being constructed)

January 2009: p.p. and listed building provision of secured external smoking area to Rowan and Sycamore Wards.

January 2009: p.p. consent erection of two enclosed smoking areas at first floor level to Jupiter and Seacole Wards.

February 2009: p.p. erection of cycle shelter for 10 bicycles on concrete base with tarmac finish.

Current application for listed building consent for installation of internal vertical access platform lift to provide access for disabled persons to first floor within entrance lobby.

DETAILS: A and B) Outline application with all matters reserved. Planning permission and listed building consent retains the Main Building, Elizabeth Newton Wing, Chapel, Ballroom, High Trees, Island House (Mortuary) buildings, the Wandsworth Acute Unit and Phoenix Unit. Outline consent to set out parameters for the size of development, uses, maximum heights and widths of buildings. Includes a

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masterplan identifying uses and potential layouts within ‘parcels’. The layouts of each parcel shown together with maximum heights and designs are indicative only but seeks to establish a design code and framework for future applications. See adjacent “Map 2. Proposed Layout” plan.

Listed building consent for the demolition of ABCD Building, Hebdon Lodge, Glenburnie Lodge, Harewood House, White Lodge and Old Estate Buildings, listed due to curtilage status and John Meyer Wing and Old Laundry buildings which are both pre-1948 buildings and now attached to the listed building by a subsequent link building. Removal of an attachment to the Main Building that links with High Trees and removal of a post 1948 link building to the rear of the Elizabeth Newton Wing. The grade II listed Main Building and Elizabeth Newton Wing together with the listed curtilage Chapel, Ballroom, High Trees and Island House (Mortuary) buildings would be retained. (The application is supported by a PPG15 Statement and Heritage Statement.)

A layout would vary in form and shape offering main routes connecting the centre of the site to form main focuses for movement, residential side streets off those main routes and roads surrounding the Main Building and adjoining the park, all interconnecting.

The uses and heights within each parcel would vary. Parcel M (refer to Map 2) adjoining the south of Glenburnie Road entrance and dwellings on Lingwell Road would be residential at 2-storeys 10m from the south boundary, increasing to 3, 4 and eventually eight-storeys (shown red) 50m from the south boundary. Residential Parcel L would comprise 4-8 storeys. Parcel F adjoining the north side of Glenburnie Road entrance, and Malcolm Gavin Hall would comprise a residential 63-bed elderly persons care unit with up to 50 close care apartments (6995 sq.m), and residential dwellings varying in height from 2-storey at the entrance and upward from 3-4 on the north-east boundary to six and seven-storeys 17m from the north-east boundary. Residential Parcel E adjoining Ernest Bevin College and Chancery Mews would rise in height from two-storeys 5m to the north-east boundary, rising to three-storeys 12m from boundary and five-storeys 50m from boundary. Parcels B, C and D would adjoin the boundary with College Gardens providing mostly residential with retail and flexible non-residential to the ground floor of Parcel D centrally forming the central public area on the main route. Heights vary from 2-storey to the north-east boundary adjoining College Gardens 4m from boundary, rising to 3-storeys in Parcel D 12m from the boundary, four-storeys in Parcel B 23m from the boundary and five-storeys 20m in Parcel C from the boundary and 5-storeys in Parcel D 35m from the boundary. A new three-storey 2-form entry 420 pupil primary school (Use Class D1) 3200sq.m building to the north of the site adjoining Beechcroft School and adjacent to, but not within, the MOL within Parcel A. Play areas and sports pitches would extend into MOL.

Two residential parcels U and V to the front of Elizabeth Newton Wing would be two-storeys high 7m from Hebdon Road and Lingwell Road and four-storeys 18m from that boundary in terrace form. Residential Parcels X, Y and Z of three and

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four-storeys would adjoin the parkland and Streatham Cemetery to the south of the site. The application indicates these would be a mix of villa type dwellings fronting onto the parkland and terracing. Central parking and access would be formed within the centre of these parcels and open gardens for the villas onto the park. Parcels X and Y infringe on the Metropolitan Open Land (MOL) and approximately half of Z would be within MOL. Residential Parcels G, P and Q to the north of the Main Building toward Burntwood Lane would continue this design approach. The latter two parcels entirely within MOL and the former fractionally within MOL.

Two small residential Parcels O1 and O2 of 4-storeys would be sited on the lawn between the north airing court to the Main Building and Parcels P and Q. Residential Parcel H between High Trees and the school would vary in height primarily between 4-6 storeys.

All existing hospital functions would be transferred to new Mental Health facility buildings (Use Class C2) within Parcels J1-J7 in the centre of the site in addition to the Phoenix, Parcel T, and Wandsworth Acute, Parcel J6 Units centred around the retained Island House (K1), Ballroom (K2) and Chapel (K3) to the north (rear) of the Main Building. Parcels J1-J7 would vary between 3 and 4-storeys apart from the 5-storeys J3. Retail would be formed in the ground floor of J3 and retail and flexible non-residential uses partly formed in the frontage ground floors of J1, J2, J4, J5 and J7. The application states sleeping accommodation would be provided at first floor level and above with a mix of mental health office accommodation and other commercial uses at the ground floor level. The Island House (K1), Ballroom (K2) and Chapel (K3) would be converted to flexible non-residential with the target of community based facilities such as gymnasium, creche etc.

These buildings would form the focus for activity combining commercial, community and trust activities around areas of maintained and landscaped public open spaces.

The application proposes specifically retail space (Use Class A1) of 1455sq.m and flexible non-residential floorspace (Use Classes A1, A2 A3, A4, A5, B1 or D2) to form a total 4782sq.m. Maximum specified limitations: Up to 1000sq.m retail (A1), professional and financial services (A2) up to 2000sq.m, restaurants and cafes (A3) up to 2000sq.m, drinking establishments (A4) up to 1000sq.m, hot-food takeaways (A5) up to 500sq.m, business (B1) up to 2000sq.m, non-residential institutions (D1) up to 2000sq.m and assembly and leisure (D2) up to 2000sq.m.

Up to 1,200 residential dwellings up to a maximum floor area of 142,000 sq.m; 10% of new build units would be to wheelchair housing standards. 25% affordable housing split 70% intermediate/mixed tenure and 30% social rented. The Main Building (S) High Trees (R) and Elizabeth Newton Wing (N) to be converted to a total of residential 300 flats.

Removal of Golf Course and associated buildings, re-landscaping of MOL to form public park, associated landscaping, parking, roads, access, infrastructure and other

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associated works, integrated private and public open spaces throughout development, and construction of a combined cooling, heat and power energy centre (CCHP plant).

Principal access would be from Burntwood Lane and a secondary access from Glenburnie Road. Two potential vehicular links are identified to St. George's Grove

Map 2. Proposal



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dependent on negotiations with neighbouring land owners and to Hebdon Road. Both of these routes may be for either buses only but are both proposed for pedestrian/cycle access. 3 potential pedestrian and cyclist accesses are shown along the north-east boundary, 2 to College Gardens and a third to Chancery Mews. Further pedestrian accesses are shown to Burntwood Lane across the park and potential pedestrian accesses to Streatham Cemetery.

Up to 1176 car parking spaces (not including 44 spaces consented and under construction at Wandsworth Acute Unit) would serve the development, which would amount to 25000sq.m within enclosed, on-street, garaged or basement areas within the development site.

Density (inc. MOL): 143 HRP/ha

Dwellings per hectare (inc. MOL): 36

The following documents were submitted with the application:

Development Framework Drawings and Design Code and Design and Access Statement

The statement provides a detailed explanation of the proposals, concept, rationale and justification. Sets out to establish the size, layout and design framework and parameters for future applications. It explains the vision for the development in the context of the existing use as a hospital and community facility, site assets of aspects and long views, extensive open land, heritage architecture, public transport and vision for a contemporary garden village integrated within the community;

Masterplan, detailing the layouts, design typologies and heritage settings including examples for the conversion of the listed buildings, studies and designs for the setting of the different areas to form distinct typologies to give different character related to the purpose, size and nature of each area, design of routes, drives, lanes and accesses, gateways and squares; health building guidelines; creation of new Springfield Park, parkside walkway and landscaping including structure;

Masterplan systems re-iterating the range of landscapes and design forms for public and private use details the proposed uses as per the description which would give a degree of flexibility as maximum floorspace per use is proposed but would allow the development to be responsive to meet commercial requirements across the range of possible uses; movement and accesses, built form and height in storeys and Above Ordnance Datum levels; safety and security of the site committing to ensure future build to provide optimum safety for all users and surrounding area by using best practice design techniques and applying adopted policy;

Infrastructure including energy to use a CCHP plant to be located at the centre of the site possibly utilising Biomass boilers, ground source heat pumps, absorption chiller, gas-fired boilers depending on most appropriate type to be determined at reserved matters all to utilise either the existing on-site chimney stack or a new chimney of a

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similar height; sustainable urban drainage (SUDS) to drain surface water with bioswales, ponds and wetlands provided within the Metropolitan Open Land(MOL) with benefit to local plant and wildlife; and water waste management with storm, rain and waste water recycling; parking and access details a maximum of 1176 car parking spaces proposed on-site with a range of basement, on-street, off-street open parking and garaging, emergency and servicing access; implementation phasing proposes a construction period of 10 years with a 3 phase construction programme.

Phase 1 would see the completion of the majority of hospital buildings with development parcels L and M adjoining the Glenburnie Road entrance, parcels C, D and E adjoining College Gardens and Chancery Mews, central parcels J1, 2, 3, 4, 5 and 7 to provide the new mental health facility, 2 parcels within the MOL and immediately to the north of the Main Building O1, O2, P and Q, some parkland works and formation of vehicular accesses to Burntwood Lane and Glenburnie Road. Phase 2 would include the construction of the primary school, parcel A, and adjoining parcel B of residential dwellings, residential and elderly care home parcel F adjoining Ernest Bevin School, residential parcels U and V adjoining Lingwell Road and Hebdon Road and on MOL, X, Y, Z to the south of the site, conversion of the Main Building, Elizabeth Newton Wing, listed curtilage buildings Island House, Chapel and Ballroom and further parkland works. Phase 3 proposes 2 residential parcels G and H to the north of the Main Building adjoining the primary school currently occupied by the Brendoncare elderly persons' nursing home and partly on MOL and completing adjoining parkland. The phasing programme is designed to minimise impact on the surrounding community with public realm elements of the plan phased alongside the development works. Implementation estate management advises a not-for-dividend company would be established to retain control over each phase of development together with estate-wide management operations, including the new park. Includes management strategy for the estate as one entity by the company

The statement identifies the existing 19th century complex of buildings are no longer fit-for-purpose for mental health treatment in the 21st century and of the requirement to provide new facilities to meet modern day standards and requirements.

Environmental Statement (inc. Non-technical summary)

The Environmental Statement provides an assessment of possible environmental impacts of the application under the following chapters:

Construction and Demolition

Demolition and construction practices at the proposed development will be carried out in accordance with best practice and relevant legislation. A draft Construction Management Plan (CMP) is submitted providing procedures and policies for the construction period of the proposed development in order to ensure construction/demolition compliance with legislation and best practice to avoid potential environmental effects.

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Socio-economics

The redevelopment of the site may help reduce unemployment in the area, local companies where appropriate, provide construction and associated work both locally outside the local area and Borough. The proposed development is predicted to generate a total of 176 total net local full time jobs in the Borough and 571 total net local full time jobs in London during the construction period, boosting the local economy injecting additional spending generating approximately 412-762 gross direct jobs. The proposed development will add a net of approximately 2,962 residents into the area, Wandsworth PCT has confirmed that this can be accommodated within existing GP and dental care services in the area. Redevelopment will also re-provide as well as enhance mental health provision on the site, through the construction of modern, fit-for-purpose hospital buildings. Additionally, through the provision of modern housing, open space, community and educational facilities, as well as retail space, the proposed development will provide long- term socio-economic benefits to the community.

Artificial Lighting

During the construction phase, the principal lighting impacts are likely to be associated with the need for temporary lighting associated with the illumination of the contractor's compound (throughout the night-time period) and site activities (in winter months only during the early evening hours). In order to mitigate such temporary impacts on on-site and surrounding sensitive receptors, the lighting requirements at the site during the construction phase will be managed as part of the Construction Management Plan. Installed lighting will involve the use of modern light fittings directionally controlled. The temporary lighting during the night-time period would ensure on-site safety and security whilst reducing the potential effects of light spill, glare and sky glow towards sensitive receptors to a minimum. During the operational phase, the principal impact will involve the introduction of new artificial light sources resulting in potential changes to the current baseline lighting conditions across the site. This will include the potential nuisance effects on residential properties, particularly those to the north, north-east and south-east in close proximity to the proposed development, future residents, other proposed sensitive uses on the site such as hospital wards and crèches, the current night-time scene and the setting of listed buildings and ecological receptors. The effects on such receptors will be mitigated through the application of a stringent lighting design (to be designed at the detailed design stage) involving the application of low-light pollution fittings which retain light spill within the site boundary (where possible), allow no upward light loss and minimise glare discomfort to on-site or neighbouring receptors. However, the significant mitigating factor will be the enclosure of car parking areas within the buildings (e.g. basement car parking) and the extent of the built form screening the majority of lit areas from view of landscaping will provide additional screening.

Archaeology

A desk based data survey of known and expected archaeological resources within and around the proposed development. Site lies within an area of high archaeological profile in terms of early prehistoric artefacts, though environmental conditions made

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settlement in subsequent periods less likely. Evidence does not currently support Roman activity in the area, nor during the Saxon period. Medieval evidence supports the gradual expansion of nearby settlement sites and the slow grouping of disparate land holdings.

Redevelopment of the hospital land will result in ground disturbance which may disturb buried archaeological remains. Primarily Post-Medieval remains would be at greatest risk of impact, and this could be most appropriately mitigated by a watching brief or intrusive archaeological evaluation. The residual effects with mitigating conditions of the proposed development would be of a permanent minor negative or negligible nature.

Ecology

The site supports semi-natural habitats (over 30 species of breeding birds) and protected species of bats. Dedicated mitigation is required to protect these species from development impacts. Further work will be carried out with respect to these species and published in a separate addendum in conjunction with a Bat Mitigation Strategy. The semi-natural habitats on-site will be retained or replaced by appropriate native species and habitats, and protected from excessive disturbance accordingly. An Ecological Mitigation Strategy (EMS) including a five year Ecological Management Plan (EMP) will be produced. The Japanese knotweed on-site will be treated, in line with current legislation and best practice guidelines and the Japanese knotweed Mitigation Strategy. Overall, in the long term, there would be expected to be a net positive impact at the site level due to a biodiversity gain for the area of the site that is currently managed as a golf course (the proposed Springfield Park). The re-landscaping of the golf course to form Springfield Park will be designed and managed with the introduction of semi-natural habitat including trees and ponds, thus incorporating opportunities to enhance biodiversity into the design, culminating in the production of an EMS with a five year EMP.

Transport and Access

The ES provides an assessment of the impact of the proposed development on the surrounding highway and public transport network and to assess the residual impacts, following any mitigation measures. The overall highway assessment has been carried out and identifies that the main increase in traffic flows as a result of the proposed development will be at the B229 Burntwood Lane entrance. However, traffic flows are expected to decrease on the local highway to the south of the site as a result of switching the primary vehicle access from Glenburnie Road to Burntwood Lane. The proposed new junction access on Burntwood Lane is to be controlled and optimised through the introduction of traffic signalisation. The impact of the development traffic on the operation of the surrounding highway following the implementation of mitigation measures is considered to be minor negative. In terms of buses the analysis of the public transport trips generated by the proposed development, indicates that there will be a negligible impact on London bus services in the local area during the peak periods. The development proposes to provide new on-site bus stop facilities and to enhance/ re-route existing bus services to the site. The impact of the proposed development on the local bus services, following the proposed bus service

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enhancements is considered to be major positive. There will be impacts generally on the public transports system including increased usage of the underground and surface rail facilities. However, overall there is predicted to be limited impacts on the system. It is estimated that the peak construction period of the proposed development will generate some 52 vehicle movements in each direction during a typical weekday. This equates to approximately five vehicle movements in a typical hour, as a worst case. The impact of construction traffic is to be mitigated through the implementation of a Construction Management Plan. The impact of the temporary construction phase of the proposed development on the operation of the surrounding highway is considered to be minor negative to negligible. The implementation of a site specific Travel Plan Framework to address commuter trips by resident and employees of the proposed development is considered to have a major positive impact on the local highway network by discouraging the use of the private car.

Air Quality

During the construction period the greatest potential for nuisance from construction dust to occur will be within 200m of the construction site perimeter. There may be limited incidences of increased dust deposited on property within this distance. With appropriate use of mitigation measures and good site management, the impact of dust nuisance will be minor negative at most. The potential for short-term releases of fine particulate matter from material handling and site plant will remain following mitigation. However, reducing the use of site plant and equipment near sensitive receptors and implementing the mitigation measures outlined previously would reduce the impact to minor negative. The construction traffic element of the proposed development is predicted to have an impact Nitrogen Dioxide and Particulate Matter concentrations. At all the locations, with the exception of Receptor 9 (58 Upper Tooting Road), concentrations are predicted to meet the statutory objectives both with and without the proposed development. At Receptor 9, Nitrogen Dioxide concentrations are predicted to exceed the annual mean objective by a small amount in the 2014 baseline case and the construction traffic will add a small increment to this concentration. Particulate Matter concentrations are predicted to easily meet the annual mean objective for Particulate Matter concentrations at the receptor locations assessed, for all years considered, with or without the proposed development. According to the assessment criteria the impact of the construction phase of the proposed redevelopment is considered to be minor negative to negligible for Nitrogen Dioxide and negligible to neutral for Particulate Matter. During the operational phase the proposed development is predicted to cause a small to moderate increase in Nitrogen Dioxide concentrations and small increase in Particulate Matter concentrations at all but two receptors (where a slight decrease is predicted). The impact of the proposed development on air quality is negligible to minor negative for Nitrogen Dioxide. For Particulate Matter, the impact of the proposed development is negligible for all existing receptors. All the proposed on-site receptor locations meet the statutory objectives for Nitrogen Dioxide and Particulate Matter concentrations. Quantification of the impact of on-site heat and power generation on local air quality is not possible at this stage. Once the combustion units for on-site heat and power generation plant are finalised, quantification of the impacts of emissions from this

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source will be undertaken as part of a reserved matters application. An appropriately sized stack height would be determined as part of designing this component of the proposed development. The stack would be located away from sensitive receptors, as far as practicable and the plant would be subject to an ongoing regular inspection and maintenance programme. It is therefore considered that this source of emissions will not cause a significant impact on local air quality, either in isolation or in combination with traffic emissions.

Noise and Vibration

Noise and vibration impacts as a result of the proposed development have been assessed in line with PPG 24 and other relevant planning policies, legislation and guidance. A CMP which will provide procedures and policies to minimise noise and vibration impacts during construction will be implemented. Procedures will include measures such as establishing noise and vibration Action Levels in agreement with the Council, using appropriately selected equipment and use of hoarding in line with best practice. This will ensure a local, direct, negligible to moderate negative impact of short-term duration only on sensitive receptors from construction work, excluding construction traffic; a negligible impact on sensitive receptors from construction traffic noise; and a negligible short term impact in relation to the potential for vibration to damage buildings likely to be a negligible to moderate negative impact in the short term on human perception of vibration which can be minimised through liaison with the Council, local residents and the Ernest Bevin College, and possible use of alternative piling techniques if practicable. Categorisation of the site using PPG 24 indicates that the areas proposed for residential development are generally within most desirable levels with only minor change. This indicates that noise need not be considered as a determining factor in granting planning permission for the residential elements of the proposal. There will be a negligible to minor negative increase in road traffic noise as a result of traffic generated by the proposed development except in Glenburnie Road where the impact will be minor to moderate positive due to reduced traffic flows there. Fixed plant noise at the site will be designed to achieve noise limits that have been specified for the proposed development to ensure a negligible noise impact on residents from this source.

Specification and design of separating elements between the on-site residential and retail premises and the use of noise control targets and measures in retail tenant leases will ensure a negligible noise impact on future site residents. The proposed development will comply with all relevant legislation, guidelines and planning policy such as PPG 24. The assessments for noise and vibration have been conducted in line with best practice guidelines particularly the relevant British Standards. Mitigation measures used to minimise the noise and vibration impact of the proposed development on existing and proposed sensitive receptors will utilise best practice including the implementation of a CMP to control noise and vibration during the construction period.

Ground Conditions and Contamination

The site location is considered to be of moderate environmental sensitivity due to the surrounding residential properties, adjacent surface water features and the underlying

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unprotected minor aquifers. The main impacts relating to the potential for soil and groundwater contamination results from the Made Ground, fuel and chemical storage, the use of plant (on-site basements), and the potential for fuels and oils to have leaked/spilled from parked vehicles at the site. The impact that may result from the spillage of fuels and oils leaking or spilling will be minimised with enforcement. Contamination hotspots identified on-site should be excavated and replaced by clean material, after excavation has taken place, a cover system should be applied across all areas of proposed soft landscaping. Further intrusive ground investigation is recommended for geotechnical design and contamination assessment prior to commencement of development in each part of the site with mitigation measures. If all remediation techniques suggested are implemented, then it is anticipated that overall there is likely to be a direct long term permanent effect of a major negligible significance on the ground conditions. By adopting the remediation strategies that have been suggested, the proposed development will help to minimise pollution and promote sustainable regeneration of brownfield land, a key national planning policy. The contamination risks from the Proposed Development have also been assessed using current UK guidance. The scheme will comply with all relevant legislation and planning policy specifically in relation to storage and handling of fuels, chemicals and other hazardous/contaminative materials. Best practice construction techniques, as implemented by the CMP, will also ensure best practice is adhered to wherever possible.

Water Resources and Flood Risk

This assessment has been undertaken to determine the potential effects of the proposed development on flood risk, drainage, surface water quality and surface water resources. A summary of effects is as follows: temporary construction phase impacts including contamination of surface water resources and increase in localised flood risk can be mitigated by the adoption of a CMP and other best practice measures; improvements to the surface water drainage regime (and associated effects, including water quality, discharge rates and flood risk); there will be a minor increase in water demand; and pressure on the foul sewerage network is considered to be negligible to minor positive (due to the separation of surface water and foul drainage, and water efficiency measures). The proposed development will separate surface waters from foul drainage, and put in place attenuation ponds as part of a SUDS to reduce surface water flow rates and flood risk and to improve water quality of the surface water discharged from the site. Surface water from the site will drain into the River Wandle not surface water sewers. The implementation of mitigation measures will ensure that there are no significant residual or cumulative effects on water quality or any important and sensitive water resources during either the construction or operational phase. The site is located in Flood Zone 1 and has no associated flood risk. The implementation of SUDS to include attenuation ponds, which discharge to existing off-site surface water drainage sewer network will represent an improvement on baseline surface water quality and run-off rates. In order to supply water to the site, it is assumed that there is sufficient capacity within Thames Water's abstraction licences. Due to the increased demand in comparison to the existing baseline it is considered a minor negative effect will occur on water supply. If water conservation

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measures are implemented this would reduce the amount of water used during operation and therefore reduce the amount of waste water requiring treatment. There will be an increase in the volume of waste water being produced on-site under the proposed development; however the amount of wastewater entering the combined sewers may be reduced overall, as the surface water drainage will be separated from the foul sewerage (combined sewer). The proposed development is not expected to pollute controlled waters and includes measures to improve water quality, control drainage and prevent flooding (as detailed in the FRA). Engineering solutions to ensure provision of appropriate water supply and sewerage infrastructure for the development will be outlined at the detailed design stage. The proposed development therefore meets the legislation, as well as the policy requirements.

Daylight, Sunlight and Overshadowing

The site is located in a predominantly residential area and therefore daylight, sunlight and overshadowing assessments were undertaken to determine the impact of the proposed development on these neighbouring areas. The desktop impact assessment of the proposed development on the surrounding buildings indicates that 8 of the 22 windows assessed fall below the recommended values of 25 degrees Obstruction Angle for daylight. However, in order to mitigate negative impacts, a more detailed study based on the Vertical Sky Component (VSC) would be required. The VSC calculations will be based on a computational 3D model, which includes the surrounding buildings as well as the proposed development. The sunlight studies show that the proposed development falls below the recommended 25 degrees Obstruction Angle for sunlight on 2 of the 9 windows facing 90 degrees due south. In order to identify suitable mitigation, a more detailed study based on Probable Sunlight Hours (PSH) would be required. After the further calculations are undertaken, once the detailed design of the proposed development has been established, and once identified suitable mitigation is applied, the proposed development will comply with guidance levels for daylight, sunlight and overshadowing. In terms of overshadowing of open areas the studies indicate that the proposed development has a negligible impact on solar access during the 21st of March to all the open spaces identified.

Wind Impacts

The desktop study of the site has concluded that the on-site areas most vulnerable to winds would be the westerly area as the site is not sheltered from that direction and the wind rose indicates that there are quite frequent and probably strong winds from this direction. There is a windbreak in the form of landscaping and trees around the site so this should diffuse some of the energy from the wind flow and slow it down before it reaches on-site pedestrians. However, these are conclusions derived from a qualitative analysis and no wind modelling has yet been undertaken to verify these. Overall, the proposed development has been assessed as having a negligible to minor negative impact at most on the wind environment of pedestrians on and off site. Once the detailed design has been confirmed for the site, computer simulation or model testing will be undertaken to more accurately determine potential areas which may affect pedestrian wind conditions and suitable mitigation, where required.

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Telecommunications

It has been determined that no change in condition is anticipated to the transmitters to the detriment of telecommunication receivers. Adequate analogue broadcasts will remain. During construction, the use of tower cranes on-site may interfere with TV, Radio and Satellite broadcast signals to residents immediately surrounding the site to the west and a localised area to the north. Little can be done to mitigate these effects; however this will only occur during this temporary phase of redevelopment. During the operational phase, properties up to a maximum of 1,600m to the west may experience interference to analogue TV broadcasts from the Crystal Palace and Croydon transmitters. Analogue broadcasts are due for cut-off in 2011 for this area of London and by 2012, all residents will have to switch to digital viewing (Digital Switch Over). The transmission signal will be increased and will potentially improve signal quality to all residents. Satellite interference may be an issue for a small number of properties south of College Gardens as the height and mass of the proposed development is directly adjacent to the site boundary. Radio transmissions are less affected by broadcast shadows from tall buildings and because of their lower frequency signal, which can more easily diffract around buildings, there will be a negligible impact on this type of transmission. The footprint and height of the proposed development may reduce the signal strength from individual mobile phone transmitters during the operational phase. However, this area of London is populated with many cell sites, which enable the various operators to maintain a service to the end user. Therefore there will be a negligible impact on this type of transmission. It is possible that some microwave links may be present, which may be broken by the proposed development during the operational phase. In the event of a broken sight-to-sight signal, the network operator should perform a signal strength survey to establish possible cause and remedy. There will be no impact to cable services and TV over ADSL during the construction or operation of the proposed development as they are not transmitted over air. Through the implementation of appropriate mitigation measures, as described above, the proposed development will accord with the requirements of PPG 8 minimising negative impacts on telecommunication interference.

Waste Management

The proposed development is located within the Borough, which has the necessary strategies in place to manage waste in a sustainable and integrated manner. Waste will be produced from the proposed development during both the construction and operational phases. However, the implementation of the necessary mitigation measures, such as a Site Waste Management Plan, an Operational Waste Management Strategy and the CMP, to minimise, reuse and recycle key waste streams, should result in a reduction of the disposal of waste to landfill or through incineration.

Sustainability

Overall, it is considered that the proposed development is highly sustainable, may encourage more sustainable lifestyles and the site is considered suitable for the type of development proposed. The design of the development has taken into consideration

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not only the needs of the community, such as providing a quantity of affordable housing on-site and provision of a school, but also environmental needs, such as through the extension and enhancement of the site's open space and the retention and provision of additional green space for landscaping recreation and wildlife opportunities, the minimisation of resource use and the avoidance of pollution and impacts on sensitive receptors. The proposed development has been designed to ensure that it integrates with its surroundings and ensures views, the landscape and townscape are not significantly affected. The proposed development also aims to achieve a Level 3 rating for the Code for Sustainable Homes for the new build residential units. At least 10% of the development's energy needs will be provided through on-site renewable energy generation and these designs have incorporated energy saving measures. The proposed development will support the local economy by providing a net increase in jobs within the site, pertaining to the hospital, care home and future commercial land uses, whilst stimulating multiplier effects as a result of the new business uses on-site. Appropriate infrastructure, such as transport, drainage, water and energy, will be put in place for the proper function of the proposed development and sustainability has been taken into consideration as much as possible in its design and function.

Heritage, Townscape, Landscape and Visual Assessment

The heritage, townscape, landscape and visual assessment, was carried out in line with national guidance. The existing townscape/landscape of the site has been assessed as being of Ordinary-Good quality. Off-site townscape quality is considered to be between High to Ordinary-Poor quality depending on the feature. Most were considered to be High, Good or Ordinary/Ordinary-Good with only St George's residence valued at Ordinary-Poor. The site contains designated and protected landscape features as Metropolitan Open Land (MOL), gardens and grounds to the front and side of the Main Building, formal garden to the front of the building and the parkland immediately to the west, on the Register of Parks and Gardens at Grade II status and a number of Tree Preservation Order (TPO) trees. The visual assessment identified that there will be no change or a negligible impact as a result of the proposed development on protected views major and minor positive impact on other viewpoints, and only one negative impact on one viewpoint although this will only be at a minor level. The effects of the proposed development on built heritage and landscape/townscape has been assessed to have no change on the setting of 18 buildings/groups of buildings: a major positive effect for 5 buildings/groups of buildings, including the Main Building and the Elizabeth Newton Wing: a minor positive effect on the two adjacent conservation areas and a negligible impact on Streatham Cemetery, Fishponds Road Playing Fields MOL and the Totterdown Fields Conservation Area which is at a distance from the site. The only negative impact, which will also be a major impact, will be on several on-site curtilage buildings including but not limited to White Lodge, the ABCD Building and the Old Estates Buildings. It is anticipated that the local planning authority will request a mitigation strategy comprising a programme to record the curtilage listed buildings prior to be demolition, and the recording of the two listed buildings and the retained curtilage listed buildings prior to conversion. A Conservation Plan would also be prepared for

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the management of the retained listed buildings. In addition, a landscape strategy would be prepared with the creation of Springfield Park which will provide opportunities to enhance the existing open areas and to create new open environments. After mitigation, there will be a direct, long-term beneficial effect on the two listed buildings, the retained onsite historic buildings and the Registered Park. There will also be a direct, permanent negative effect on the historic curtilage listed buildings which will be demolished as part of the redevelopment of the site. There will also be an indirect beneficial effect on the setting of surrounding Conservation Areas, areas of the MOL and other protected open space.

Cumulative Effects

The combined effects of individual impacts of the proposed development as well as the cumulative effects of the construction and operation of the proposed development together with other relevant proposed schemes in the locality have been assessed. The combination of effects of individual impacts of a development are most likely to be significant during its construction period. Construction impacts for the proposed development were therefore assessed using professional judgement. The same individual impacts were found to be likely to occur at the different stages of the construction programme. Mainly, the cumulative impacts would be as a result of the combination of noise, vibration, dust and visual impacts from the movement and use of equipment and vehicles on-site as well as traffic impacts from the increased number of construction vehicles on the local highway network. The cumulative impacts would be mitigated through the implementation of a CMP and other construction techniques such as vehicle routing to minimise the individual impacts. The cumulative effects from the proposed development and the other nearby relevant schemes has determined that cumulative effects may result in relation to water resources, waste management and socioeconomics. When construction periods overlap, these effects may have the potential to be significant. These cumulative effects will be positive resulting from increased employment and boosts to the local economy and negative due to the combined demand on water supply and increased waste generation affecting landfill capacity. There may be both positive and negative operational cumulative effects of the proposed development and the other relevant schemes. For example, the developments will result in greater housing provision in an area to meet Borough, regional and national housing targets, the creation of new retail and commercial space, enhanced leisure facilities, and increased economic activity, all of which provide a number of positive cumulative impacts to the area. However, due to the operation of all the developments, a moderate negative effect would result from the combined disposal of waste to landfill, a minor to moderate negative effect would occur from increased pressure on water supply, there may be increased pressures on local community facilities and there may be a minor negative cumulative effect on local and Borough health care facilities at most.

PPG15 Statement

Supporting statement assessing the heritage designations within the site and outside the boundary which may potentially be affected by the development proposals. Direct impact on the listed buildings, curtilage buildings, their setting, conservation areas

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and MOL included. Statement summarises justification for each area of intervention supported by a series of technical and design studies. The conversion to residential would ensure the long-term future of the listed buildings. Curtilage listed buildings demolition should not be considered under same criteria as main listed buildings. None of the curtilage buildings are on Wandsworth Council's list of buildings of local importance and the majority of curtilage buildings are of low to moderate importance with 3 curtilage buildings considered important, The Ballroom, The Chapel and the Island House (The Mortuary). Registered Gardens covered by the golf course considered to be of low landscape quality. Male and female airing courts and the forecourt of the Main building are considered to provide the special interest of the registered park. Suggestion there will be little impact on surrounding conservation areas.

Heritage, Townscape, Landscape and Visual Assessment

Re-iterates assessments carried out within the PPG15 Statement covering heritage designations within the site and outside the site and assesses visual, townscape and landscape implications with the benefit of wirelines drawings.

No change to view except from Streatham Cemetery and Hendham Road where there would be a negligible impact; Openview and Fieldview, Ellerton Road, Glenburnie Road approach, Hebdon Road and from golf course within site would have a minor positive impact and from golf course within site and Glenburnie Road would have a major positive impact. Erection of buildings to front and rear of Elizabeth Newton Wing will have a direct impact on the building. Any negative impact will be outweighed by the benefits of the scheme. Direct permanent effect on Harewood House, White Lodge, Old Estates Buildings, John Meyer Wing, ABCD Building, Glenburnie Gatehouse, Hebdon Lodges and the Laundry Block as all proposed to be demolished. These buildings do not have any architectural or historic interest and are only considered curtilage listed buildings. Those used for mental health treatment are no longer considered fit for purpose. Removal of golf course and creation of landscaped park would improve setting of registered garden as well as improvements to existing registered garden including the male and female airing courts.

Conservation Strategy

This study illustrates how the conversion of the Main Building and Elizabeth Newton Wing can be achieved within the constraints of the existing building fabric with illustrative layout drawings. This strategy would be used to inform the further development of detail plans at this stage. The strategy takes into account the Registered Park status and seeks to preserve and enhance the historic setting of the buildings. The study advises the conversion to residential would ensure the long-term future of these listed buildings and care required to renovate and reinstate some areas with several important interiors that should be retained and restored. Structural modifications will be required but these should be restricted to partial demolitions to internal corridors and dividing walls, avoiding the need to remove whole floors and lines of structure. Residential units should make maximum use of high ceilings, large windows and building features by generating flexible open plan style layouts taking into account existing building attributes. The strong heritage landscape setting should

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be retained and landscaped enhanced to improve the setting of the listed buildings whilst considering communal use of the main open spaces. The study recommends prior to the submission of any Reserved Matters and Listed Building Consent Applications the broad principles outlined in this study will need to be progressed and studied in detail in conjunction with consultation with the Council and English Heritage.

Transport Assessment

The report provides an assessment of the transportation impacts of the proposed development and to identify mitigation measures, where required to provide safe and effective access to the site by all modes of travel. The Transport Assessment (TA) includes site accessibility, promotion of public transport, measures to reduce private vehicle trips, proposed parking provision and measures to encourage walking and cycling using current policy, guidance and best practices to provide the report and conclude findings requisite mitigation measures. An access and circulation strategy has been developed to improve linkages and connectivity through the site and within surrounding highway and public transport network. Parking for the hospital would be reduced by 300 spaces and would be at a ratio of 0.6 spaces per residential unit. The application of parking restraint relating to the parking available to staff at the hospital would be implemented through a car parking management system. Traffic surveys carried out in July 2007, movements and trip generation estimates conclude the development would result in approximately 1630 two-way person trips in the AM peak, 770 two-way person trips in the PM peak and 585 two-way person trips in the Saturday mid-day peak. In terms of vehicle trips, it is estimated that the a net increase of 150 two-way trips in the weekday AM peak, 20 two-way trips during the weekday PM peak and approximately 150 two-way trips during the Saturday midday peak. Public transport trips would increase by 880 two-way trips during the AM peak, 580 two-way trips during the PM peak and 345 two-way trips during the Saturday midday peak.

Construction vehicles would be restricted to the main routes, mostly Burntwood Lane and some via Glenburnie Road and generally outside peak hours therefore avoiding predominantly residential areas where possible..

Bus routes 127, which currently terminates at Tooting Broadway Underground Station and continues to Purley and the 315 which currently terminates at Balham Underground and Overground Stations and continues to West Norwood, are proposed to be extended so that they connect to the Springfield Hospital site. Improvements to the G1 which currently connects the site with Wandsworth Common Overground Station are proposed. The extension of these bus routes will have significant benefits in connecting the site to the London Underground and National Rail network. New bus stop and layover facilities would be located on-site. The development would open up cycle and pedestrian entrances, increase permeability and provide safe and secure cycle parking.

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Increased traffic flows are predicted on the Burntwood Lane entrance as the primary vehicular access. It is predicted traffic flows to the south of the hospital would decrease, including to Glenburnie Road, reducing traffic flow and impact. Computer modelling shows that there would be an increased number of vehicular trips, and alters the pattern of congestion which would place increased pressure on key junctions. However, the computer modelling suggests that this can be mitigated by altering signal timings. Journey times and queue lengths would only be slightly increased and in the majority of cases could be reduced to levels similar to that of the existing situation.

Flood Risk Assessment

This report appraises the risk of flooding from river, sea, groundwater, sewers and surface water drainage and reservoirs, how managing and reducing risk by avoiding flood risk to people and property taking into account climate change, assesses the management of surface water and drainage and demonstrates the safe management of any residual risk may occur where necessary through defence and mitigation works. The report concludes the site lies within Flood Zone 1, with a low probability of flooding but contains uses more vulnerable to any flood events. Sustainable Urban Drainage System, utilising piped networks/swales in combination with attenuation ponds, to return runoff from the site to Greenfield rates and will improve water quality. The development is suitable for the development and uses proposed in line with the PPS25 Sequential Test. The development will not increase the risk of flooding from any source (surface water, groundwater, tidal or fluvial). The report concludes the development to be appropriate.

Statement of Community Involvement

Outlines the range of pre-application consultation with and inclusion of stake holders, the public and surrounding community ahead of the application submission. Consultation included residents, local amenity groups, politicians, Council Officers and the full range of the Trust's own stakeholders. 2 pre-application consultation exhibitions held, 1st in November 2007 and 2nd February 2008. Several meetings then held with local residents' groups. Ongoing meetings with staff, service users and carers. Throughout process the team has listened and considered local opinion, integrating stakeholders' views wherever possible.

Construction Management Plan

This report describes the anticipated construction programme for the development and describes the nature of the activities to be undertaken. It identifies the environmental considerations associated with these activities and outlines appropriate measures that might be implemented for their mitigation. Three phases are proposed with the first being the planned creation of new mental healthcare facilities and residential development which would commence in 2010. Phase 2 will comprise heritage refurbishment, residential care facilities and residential development and is proposed to commence in 2013. The final phase will complete the residential component and is proposed to start in 2015 with all work finished by 2018. Construction traffic and access to the site will be routed down main traffic routes A214 (Trinity Road), A24

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(Balham High Street/ Upper Tooting Road) and A217 (Garratt Lane) towards the proposed main entrance on Burntwood Lane with Glenburnie Road as an alternative entrance. All contractors will be required to register with the Considerate Constructors Scheme. Formal working hours will be agreed with the local authority and formal procedures will be in place for site security; traffic management and pedestrian access; site facilities and site floodlighting. Noise, vibration and dust emissions along with waste minimisation and management will be reviewed and relevant procedures development and implemented. There will also be a Neighbour and Community Liaison Officer who will be the main point of contact between the community and the hospital.

Infrastructure Strategy

This report reviews the background data; utility estimates demands, instigates communication with the utility companies; identifies gaps in information and options to fill these gaps. The options for supplying the utility and drainage requirements are identified and assessed and the proposed strategy identified. The existing services on site are electricity, gas, water, telecoms, foul drainage and surface water drainage. A CCHP plant is most suitable for this site along with either biomass heating or ground source heat pumps for energy. EDF have indicated the existing network could meet proposed demand. Southern Gas would prefer for gas supplied to be taken from the IP network. Water is proposed to come from existing mains alongside reducing consumption and improving efficiency. Thames Water have indicated that more work is required by their network analysis group in order to be sure of the available capacity. The preferred collection of Wastewater is the gravity collection system connecting to the off-site mains network. For telecoms the preferred strategy is to connect to the surrounding network.

The gaps identified in the information are capacity of Mains Systems as discussions with Utility Companies are ongoing; details of supplies currently being installed as part of the construction of the Acute Unit and details of CCHP proposals.

Affordable Housing Statement

This study provides further information on housing need within the Borough. This statement takes into account the requirements of Wandsworth U.D.P. and London Plan housing policies, the emerging Wandsworth Core Strategy and guidance in PPS3.

The affordable housing proposed for Springfield Garden Village is 25% affordable housing of the total residential dwellings. The provision will be split 70% shared ownership, 30% social rented. The proposals include provision of a significant amount of larger family units with access to private amenity space. (See table for breakdown).

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	Affordable Units	Shared Ownership	Social Rented
1 bed units	90	76	14
2 bed units	148	113	35
3 bed units	48	21	27
4+ bed units	14	0	14
TOTAL	300	210	90

The target to provide up to 25% affordable housing in the development takes account of the significant community benefits the development will provide. These include: replacement of the NHS mental health facilities with 21st century fit-for-purpose buildings; new and expanded elderly care home facilities; refurbishment and conversion of the two main listed buildings and a number of other historic buildings on the site; provision of a site for a primary school; creation of Springfield Park and other public open space throughout the site; provision of facilities to enable improved bus services to the site and adjacent area. No 3-dragons or any other financial viability appraisal justification is submitted.

Energy Strategy

Considers the Energy Strategy for the proposed re-development. It reviews low and zero carbon options for supplying energy. The assessment examined the potential for renewable energy technologies to reduce carbon emissions on the site in order to achieve target reduction in total CO₂ emission. The study recommends three options for further investigation for inclusion in any subsequent re-development: 2 Combined Cooling Heat and Power (CCHP) plants sized at 500kWe, a 800kW thermal Combined Heat and Power (CHP) unit and a 2MW absorption chiller with either biomass heating to be installed alongside the CCHP plant; or ground source heat pumps to be evaluated based on land area required. For a gas fired CCHP sufficient plant area required and phased introduction may be required in-line with building works. For the biomass heating system a suitable and sustainable supply of fuel needs to be established. It may be possible to re-use waste cooking oils from the site otherwise delivery access will be required. For ground source heat pumps a large area of land would be required although may be able to incorporate into MOL. Long-term operating costs may prove beneficial and outweigh the capital costs. Photovoltaics, Solar Water Heating, Wind Energy and Ground Water Abstraction were all considered as part of the study but were not thought to be suitable for the site due to effectiveness, cost and/or suitability for the site.

Legal agreement heads of terms are offered, with various triggers and contributions as follows:

- Provision of additional bus services to the site to Balham Station and Tooting Broadway: £1million;
- Provision of bus terminating layover bay with driver facilities;

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Provision of vehicular or bus only access to St. George's Grove;
Burntwood Lane/Fieldview/Springfield Drive access improvements including a signalised junction; and Burntwood Lane/Trinity Road junction improvements: £2million;
Improvements to local stations and public realm: £1million;
Travel Plan including appointment of Travel Plan Co-ordinator, monitoring and review;
Controlled Parking Zone set up works: £100,000;
25% affordable housing – 70% shared ownership and 30% social rented;
Provision of flexible non-residential community facility: £1.2million;
Submission of listed building strategy, submission of listed building consent application prior to 700 units and commencement prior to completion of 800 units and completion prior to 850 units;
Contribution to repair of listed Ice House at Burntwood School: £100,000;
Provision of new park, including landscaping and open space on-site: £8million;
Provision of two-form entry primary school including nursery or otherwise financial payment in lieu of the school site at Council's discretion: £4million.
Total contribution specified: £17.4 million subject to minor increases.

In addition the following conditions are offered:

All new build dwellings to be built to Code for Sustainable Homes level 3;
Achieve a 20% reduction in carbon emissions including from on-site renewable technologies to include Gas Fired Combined Community Heating Plant (CCHP); Biomass or Ground Source Heat Pumps;
Compliance with the Considerate Constructors Scheme and Springfield Construction Management Plan;
Adherence to environmental mitigations measures set out in the Environment Statement.

The application has been advertised as a departure as it proposes development on Metropolitan Open Land.

CONSULTATION: Planning Newsletter distributed to approximately 10,000 residents. Site and Press Notices. 617 objections to both applications.

Issue	No. objecting to particular elements
Height	336
Density	364
Loss of Listed Buildings	191
Impact on Listed Buildings	75
Impact on MOL	123
Loss of golf course	87
Increase in traffic	481
Impact on public transport	391
Pressure on parking	222
Impact on environment	183
Security	52

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Misleading/ limited information 129

32 Signatory Petition in support of Mark Clarke, Conservative Parliamentary Spokesman for Tooting survey against development proposals. 5 support and 3 general comments.

Petitions submitted by Sadiq Khan MP for Tooting:

65 signatory petition: Oppose plans to allow pedestrian and cycle access to Springfield Hospital through College Gardens and Chancery Mews.

183 signatory petition: Do not believe that NHS assets should be sold off in this way. If the hospital needs extra money to invest in the future, then the funds must come from central government. We call on the Trust to halt the development plans and 1) conduct a full and thorough 'Environmental Impact Assessment', the details of which should be made publicly available, 2) send representatives to public forums, organised by local residents, to ensure real consultation with the local community, and 3) provide more information about how it intends to develop the next phase of mental health provision and facilities at Springfield Hospital. (carried out by local residents)

1359 signatory petition: Proposed density, height and location of the new accommodation units is unacceptable and not in keeping with the surrounding area; the number will cause a significant increase in the volume of traffic in the area, which will have a major negative impact on transport facilities – including tubes, trains and buses throughout the surrounding area – which are already overloaded; the development does not pay enough attention to the welfare of the patients on the site; the 10 year construction phase will be detrimental to the quality of life of local residents; there is not enough parking planned for the site, which will cause overspill of parking into surrounding areas. (carried out by local residents).

Petition submitted by Mark Clarke Conservative spokesman for Tooting:

2303 signatory petition: I believe the scale of the development is excessive for the area. 1200 additional properties would see over 2000 new people move into the area putting huge pressure on our traffic snarled road junctions, our crowded tubes and our packed train stations. Put simply, our area cannot cope with development on this scale.

Both Sadiq Khan MP and Mark Clarke, Conservative spokesman for Tooting, organised separate meetings both well attended by the public. The applicants presented the proposals and fielded questions from the public.

Over development, increase in population, scale, density, proximity to boundary; contradicts development brief development number of residential units and heights; character of area; too high in comparison with existing surroundings, height, location and lack of external space inappropriate for elderly persons home; loss of light, overshadowing, and overlooking;

adverse impact on setting of main listed building due to height; curtilage listed buildings of architectural interest, amenity to local area and nationally, no justification for demolition, no demolition without acceptable replacement; demolition/building

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works would have detrimental impact on MOL, character of local area, setting of historic/listed buildings, registered park and community; listed buildings should remain and hospital services modernised within the existing buildings; loss of buildings outweighs benefits;

lack of infrastructure; increased pressure on doctors/dentists/child care/policing/shops etc; no need for hot food takeaways/no benefit to the community; commercial/business uses create unnecessary competition for existing businesses; education provision inadequate; no need for another school; suspicious school wont be built once permission granted;

design; sub-standard eco-friendly/sustainability features and commitment;

family homes required; too many affordable homes; need more social housing in this development;

increase in crime; security risks, mixed mental health care and residential use inappropriate, proximity to children's play area; lack of information on security arrangements, operation of mental health care facility; plans should include a hospice; state owned land; excessive profit to re-develop mental health facilities, going into private hands;

new accesses to College Gardens and Hebdon Road unacceptable; increased traffic, surrounding roads already congested, creation of rat-runs; insufficient information/lack of on-site parking, insufficient on-street parking available in area, increased parking off-site unsustainable; further traffic calming measures inconvenient, impractical; danger to pedestrians; Transport Assessment flawed; TA reference to possibility of expanding road junction on Common Land not part of the proposal, not covered by EIA, unlikely/problematic and time consuming to achieve; route of construction traffic; low PTAL rating area, poorly served by buses, increased buses insufficient; overground and tube stations and trains at capacity, insufficient sum offered for public transport improvements;

time period for development and disruption during construction; proposed working hours for construction excessive; noise, pollution, environmental concerns; pressure on water and sewage network;

should propose allotments; loss of open/green space, trees, wildlife, golf course/public amenity; retention of gymnastics club;

submission too close to Christmas; lack of community involvement in formulating proposals, lack of public consultation; secretive manner proposals formulated; compliance with Sustainable Communities Act questioned; drawings difficult to understand; properties built will not be bought and will remain empty due to economic climate;

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Councillor Heaster

Object heights conflict with 2-3 storey buildings in the 2000 Development Brief. The brief envisaged much smaller development i.e. 500 new homes. Scale, size and heights of the proposed residential development, character of the site, immediate impact on neighbours and the loss of amenity and the damaging traffic implications to the surrounding residential area. Hospital needs modernisation but development as proposed is simply far too big, will severely damage the character of the site and local residential amenity. Excessive number of new dwellings, scale and height out of character with the neighbouring residential streets, traffic impact will damage the environment of residential streets, congested road network and public transport system already inadequate for existing demands. Mixing residents and hospital patients some of whom have committed serious crimes, including murder, very serious mental disorders and are a high risk to the community. Improved security with new buildings won't necessarily stop human error preventing future escapes, where adjacencies of new homes for families with vulnerable children, cyclists, vehicles and buses occurs. Metropolitan Open Land is an important asset to the entire area, any changes should be very carefully scrutinised giving a valued tranquil and peaceful area for patients of the hospital particularly protected views of the listed buildings and act as a green lung up Burntwood Lane linking open green space to Wandsworth Common. Erosion of these key areas should be firmly resisted. The site currently provides adequate car parking facilities for visitors, patients and staff with no displacement of parking in adjoining residential streets. Proposals to reduce parking facilities on site combined with the requirements from the proposed development will displace parking into adjacent streets exacerbating intolerable situation in adjacent streets. New parking zones may have to be introduced at inconvenience, loss of amenity to residents and cost to the Council. Loss of trees and large shrubs should be resisted with a replacement like for like of existing TPO's. Family housing, should be encouraged but heights should reflect those adjoining the site. This site is unlikely to be capable of accommodating a larger scale development unless suitable additional access routes for extra buses and vehicles can be identified.

Councillor Mrs McDermott

The main concern is the burden on the traffic systems. Nightingale Ward has 2 over-ground stations (Balham and Wandsworth Common) and 2 underground stations (Tooting Bec and Balham) which are the nearest to the Springfield site which are over crowded at peak times. With the addition of 3,000 new residents, many of whom will be using public transport, the system is likely to grind to a halt. The impact of road traffic on the Nightingale roads has not been sufficiently and rigorously evaluated. Already Glenburnie Road is a very tight and congested access road from Beechcroft Road to Trinity Road. More cars travelling in to and out of Springfield will cause considerable congestion. The junction of Trinity Road, Bellevue Road and Burntwood Lane was extremely slow during the recent gas main works – this is an indication of the impact of any change to flow and density of traffic caused by more cars from Springfield. It is not clear if there are to be an increased number and more frequent buses to cater for the many new residents who are being encouraged to go without cars. For those new Springfield residents who do not qualify for parking spaces on site, there will be a battle with the current residents for spaces in surrounding streets. In particular, Beechcroft, Dalebury, Crockerton, Hendham, Glenburnie, Noyna and Langroyd Roads are susceptible. In addition, there has been insufficient evaluation of

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the impact on the immediate local services, such as playgrounds, doctors and dentists. The height of the proposed blocks on the east of the Springfield site will bear down on the Nightingale residents who live in Brenda, Glenburnie, Langroyd and Noyna Roads. Although sensitive and practical development is to be welcomed, the current proposals are not well enough conceived to be a positive addition to the local area.

Councillor Jacob

Formally object. The proposed buildings, especially near Glenburnie Road and Lingwell Road, are inappropriately tall for the area. Tooting Bec is characterised by low-rise terraced and semi-detached homes. Tower blocks would cut into properties' sight lines, cut their sight lines and overlook their gardens. Density of the proposed development with around 3,000 possible residents will put an undue strain on public transport in Tooting Bec, Wandsworth Common and Earlsfield. The sheer density of the proposed development with around 3,000 possible residents will put an undue strain on local highways. Local road network is sensitive to even small impacts. The proposed development will eat into protected Metropolitan Open Land. Local residents would not object to a sensible development of the site, particularly one that brings the heritage buildings back into use, but this scheme is too dense for the site. Developers were slow to consult local residents, many feeling that they were deliberately kept in the dark about the full nature of development. The NHS should consult more widely on any plans in the future. Disgraceful that Mark Clarke, the Conservative Parliamentary Spokesperson for Tooting, had to use the Freedom of Information Act to find that revenue from the project would be spent by the NHS elsewhere in London rather than ploughing all that money back into local health services. Local residents would take all of the strain, but others would receive a significant part of the gain.

Sadiq Khan MP

In summary the planned development:

- is of an inappropriate size, density and layout to adequately reflect and match the character and grain of the surrounding area;
- will place a potentially catastrophic strain on the local highways and public transport infrastructure;
- will cause undue disruption and distress to the lives of thousands of residents living within the vicinity of the site throughout the construction process;
- does not contribute positively enough to the local environment, and will not integrate seamlessly with the existing residential buildings, as it must do in order to protect and respect the character of the surrounding area.

With specific reference to the planning and consultation process:

- the Springfield Hospital Trust and its partners (Arup, Montagu Evans, Urban Strategies Inc, Patel Taylor, WSP, Gleeds, GVA Grimley) have failed to produce accurate plans and assessments of the local infrastructure and public transport network;
- many of these inaccuracies grossly overestimate the capabilities of the local

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- area to absorb a development of this size;
- the Springfield Hospital Trust and its partners have failed to adequately and effectively communicate the current plans and their potential impact on the surrounding area;
- these inaccuracies and problems in the consultation process make it impossible for Wandsworth Council and local residents to assess the potential impact of the development.

Springfield Hospital is in need of regeneration, but this is the wrong solution. This is the largest remaining undeveloped plot of land in Tooting with enormous potential for imaginative redevelopment. The current plans lack ambition, do not have the support of the local community and would squander an opportunity to create something innovative and exciting in the heart of Tooting. Local residents are not against development of this site they are just against these particular ridiculous plans.

GLA Stage I: The redevelopment of Springfield Hospital is acceptable in principle, providing a mix of uses and a sustainable community in a suburban area. The re-provision of mental health accommodation would accord with London Plan objectives for health. However, the loss of the Central London Golf Centre has not been adequately justified and is contrary to policies relating to sports facilities. Whilst the provision of residential accommodation is welcomed, the level and tenure of affordable housing at 25% with a split of 70%/30% in favour of intermediate accommodation needs to be justified and potentially altered. A financial appraisal will be required. The housing mix also needs to be justified given the absence of a sufficient number of larger units. The density is appropriate. The impact on Metropolitan Open Land is acceptable. The overall approach to urban design is welcomed but further exploration and review of how the challenges posed by the level changes on site can be dealt with should be undertaken. Further consideration should also be given to improving vehicular access routes; to ensuring there is sufficient natural surveillance to the park from the nearby homes, and that children's play space is adequately provided for in the master plan. A significant amount of further information and discussion are required in order to ensure compliance with the London Plan, particularly ensuring that impacts on the local and strategic networks can be adequately mitigated through improved public transport accessibility. Additional information is required in relation to energy and access/equal opportunities. The biodiversity implications of the proposal are acceptable. Recommends that Wandsworth Council be advised that the application does not comply with the London Plan, but that the following additional information is required: To justify the loss of the Central London Golf Centre and if necessary, its retention; financial assessment to justify the amount and tenure of affordable housing and if necessary, changes to the provision; changes to the residential mix; additional information and changes in relation to transport; additional information in relation to the provision of children's play space, urban design, climate change mitigation and adaptation, access/equal opportunities.

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Transport for London (additional comments): The site has a very low PTAL and significant improvements to public transport are necessary. Serious and extensive concerns regarding the trip generation proposed within the submitted transport assessment (TA). Various assumptions must be justified, and in some cases altered. Improvements to the trip generation methodology must be carried out. The TA has not assessed the impact of the additional traffic on station capacity and further assessment of current and predicted traffic through the station infrastructure is required. Until the above improvements and assessments are carried out unable to assess compliance with London Plan policy. Bus routes could potentially be extended to serve the site. The net cost of extending the 127 and 315 routes expected in the region of £1.3 million over 3 years and must be fully funded by the developer. Bus turning, stand and associated facilities required. A public transport-only link between Springfield Village and St George's Grove is supported. Further information regarding the status of this proposal is requested. The cost of providing such a link would be fully funded by the developer. Serious reservations about the developer's proposal to make Burntwood Lane the primary vehicular access to the development. Burntwood Lane is a corridor for bus route G1 and effectively serves as a connection between the site and two strategic roads under TfL's control. Burntwood Lane, Garratt Lane, Trinity Road, and Upper Tooting Road already suffer from severe congestion, particularly during the morning and evening peak periods. The highway model is based on a set of assumptions about the current and proposed trip generation which TfL does not fully accept. Further work on the trip generation is necessary before TfL can accept the results of the modelling work. The proposed residential car parking ratio of 0.6 spaces per unit (632 spaces), when considered against the PTAL rating following development and the impact on the already congested local road network, represents an over-provision of parking which could undermine the use of more sustainable non-car modes. The applicant is therefore strongly encouraged to reduce the level of residential car parking in order to ease the impact on the road network. Justification required for the mental health and residential visitor space and on-street car parking. The proposed level of B1 parking must be reduced. The developer and Borough should investigate extension of nearby controlled parking zones to residential streets to the north of the site. Extensive proposals for improved connections for pedestrians and cyclists within site and to the wider community are welcomed. Delivery and servicing plan and construction logistics plans should be submitted.

English Heritage: No objection in principle to development of the Hospital site or to the conversion of the grade II listed buildings for residential use. However, some concerns in relation to the impact of the proposals on the historic environment. There is insufficient information provided in relation to the registered landscape and the significance of the entire site on which to base a full recommendation. Serious concern in relation to introduction of new buildings into a little understood landscape, the proposed conversion of the listed buildings to residential use and the proposed height and location of many of the new buildings across the site. Recommend that full weight is given to these concerns in the determination of this application and in our view; it is felt that this application is premature and insufficiently detailed. Do not

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consider necessary to be notified for the listed building consent application .
(Archaeology): No objection

Environment Agency: No objection subject to inclusion of conditions to ensure implementation of mitigation measures within the Flood Risk Assessment, sustainable surface water drainage system be implemented, assessment of hydrological and hydro geological issues. Flood modelling, attenuation details, management and recommend the use of green roofs.

Thames Water: Request condition requiring drainage strategy detailing any on and/or off site drainage works and impact study of existing water supply infrastructure.

Natural England: Decrease in built footprint and increase in open space/green space provision should help to increase biodiversity is supported. EIA methodology appropriate, Bat Mitigation Scheme and Lighting Strategy should be attached as conditions.

EDF: Due to transformer chamber on the site request applicant discusses how EDF's requirement can be incorporated within the development. Until such time object due to ongoing access and maintenance requirements.

Metropolitan Police Authority: For this development approximately 125sq.m.is required to accommodate a safer neighbourhood team base required at peppercorn rent for a minimum of 25 years and this should be secured either by condition or a Section 106 Agreement.

Engineering Services: This is a large development in a location with very poor accessibility to public transport. To introduce such a large development in this location would be in conflict with government guidance and Council policy. The scheme would rely on a very significant reduction in on site parking provision for the hospital to reduce traffic generation putting pressure on nearby residential side roads, leading to an increase in restrictive controlled parking zone's to combat parking demand from the development. A detailed parking management plan will be required for the development. More parking space on site would increase traffic generation. The solution lies with a reduction in scale of the development. The applicants should be required to meet the cost of extending the areas covered and times of operation of the existing controlled parking zones. The development itself should be excluded from any of the zones. Suitable sums will need to be secured through the s106 agreement to secure public transport improvements and off site highway. Concerns regarding the robustness of the traffic generation predictions and the development would lead to increased highway congestion. The applicants suggest adjusting traffic signal timings, further details required and such alterations would need to be approved by TfL. Transport Assessment, queue length and likely increase in traffic using residential side roads modelling and evidence required. Traffic flows leaving the site have been distributed in proportion to the existing hospital flows but this would not be correct for the residential element of the development which should be distributed in

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proportion to the existing flows on the network. The suggested alteration to the junction of Burntwood Lane with Trinity Road has been revised to provide a better alignment but this would inevitably require more common land which is unlikely to prove possible. The use of Burntwood Lane as the main access point is sensible but measures necessary to prevent routes through the site for traffic being created other than for buses. Pedestrian links to adjoining sites are suggested but it is uncertain whether some of these especially those into College Gardens can be achieved.

Legal agreement requirements: Construction and parking management plans, Travel and school travel plan, off-site highway works, on-site car club, incentives to residents to use means of transport other than the private car, public transport improvements contribution, controlled parking zones costs contribution, secure public rights of way through and to adjoining developments. The developer still needs to provide additional information before the impact of the development on the highway network can be fully assessed in terms of traffic and parking.

Director of Housing: The level of affordable housing proposed should be justified by a 3 dragons toolkit appraisal. The provision of a new hospital should not be funded by a reduction in the level of affordable housing. Given the sheer scale of the proposed development, a lower percentage of affordable housing in the circumstances may be acceptable in order to build a sustainable community; however, given the preponderance of flatted town centre/riverside developments in the Borough in recent years and taking account of the greenfield nature of this site, its development presents an opportunity to provide large (three bedroom +) family houses with front and rear gardens, for social rent, and consequently more of these should be provided than is currently proposed. The level of social rented provision could be increased to a more acceptable level by the provision of an RSL extra care scheme within the elderly care facilities proposed. The need for additional extra care schemes has recently been identified by the Council, and this location is ideal, especially given the proposed provision of a nursing care home for older people within the development. Provision of some smaller scale supported housing, such as for people with learning disabilities, should also be included within the social rent.

Director of Children's Services: A development of this size and mix of housing will generate a sizeable child yield and demand for additional school places across the full age range from nursery through to secondary provision. The impact on local schools, particularly in the primary range, will be significant. All the local primary schools are currently full or close to capacity and opportunities to expand existing schools are very limited. It would therefore be necessary to provide a new primary school in the area and the developer's plans will need to demonstrate how this can be provided and funded without a major impact on the Council finances.

Director of Adult Social Services: There are two buildings within the area covered by the planning application from which the Adult Social Services Department provide services. The Burntwood Lane Social Education Centre (SEC) is used as a base for day services for up to 40 service users who have a severe learning disability. Service users travel to the site from locations across the Borough. The Joan Bicknall Centre is

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used predominantly as an office base but members of the public do come to the building for appointments with professional staff. Staff based in the building include both health and social care professionals who are members of the integrated Community Team for Learning Disabilities (CTLTD) and a small number of staff from the dentistry service. Both buildings are owned by the Wandsworth Teaching Primary Care Trust. The use of the buildings by the learning disability service and the revenue to support the running costs are part of the contribution by the NHS to the existing pooled budget for the learning disability service. The service model for day services for people with a learning disability will change over the next two to three years. The detail of the new service model will be developed through a detailed business planning exercise. The Joan Bicknall Centre is not an ideal location for the Community Team because of the relative geographical isolation. An alternative location would be a benefit to the service. Scheme for the Care Home comprising both apartments and en suite bedrooms would very much reflect current thinking about “institutional” alternatives to own home living for older people. The scale would be realistic to deliver mixed occupancy funded facilities and would be welcomed.

Environmental Services: Generally satisfied with the content of the Environmental Statement and have no objections to the proposed development in principle. Recommend that early consideration should be given and further details and consultation within the final planning application and consent with respect to the different uses applied for i.e. A1, A2, A3, A4, A5, B1, D1, D2 including, sound separation between commercial and residential premises, sound insulation between residential, licensed and commercial premises, specific locations of the uses applied for and the proximity to noise sensitive areas i.e. residential and care home, plant and equipment including extractor systems, air conditioning units and refrigeration condensers. Also early consideration and approval for the specific function should be submitted as to what they actually propose in each location i.e. D2 is it a gym, cinema or swimming pool as the different levels of sound separation, sound insulations and location to residential premises should be submitted and approved. Consultation about the locations of refuse areas/collections and general/freight deliveries and collections to the site after completion should be conditioned and limited hours should be implemented to protect a loss of amenity.

CCHP - The only power/heating method that we would have a serious problem with is biomass burning. It appears that they are opting for a gas fired combined cooling and heating plant for the development which in our opinion is extremely efficient and will not result in any issues concerning emissions. Use of the existing chimney will probably not cause a problem in this case but calculations are required to determine the appropriate chimney height.

PPG 24 - The residential developments are likely to fall into NEC A & B and therefore minimal mitigation against external noise will be required as the site currently stands although new plant and equipment in addition to commercial uses, waste collection and deliveries will also need to be taken into account.

Construction Noise - Consideration has been given to the relevant guidelines and British Standards for construction noise and vibration but we would like to see a detailed demolition/construction management plan before works commence. Heavy

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vehicle traffic into and out of the site is likely to give cause for concern to local residents and this is revealed in some of the objections.

Fixed Plant & Equipment - The Environmental Statement uses BS 4142:1997 to set criteria for noise levels from plant and equipment but we usually insist on a higher criteria stating that noise levels from plant and equipment must not exceed 10dBA below the background level at the nearest sensitive façade (usually residential facades). Plant & Equipment will probably need to be dealt with individually as and when we know what is to be placed where.

Separation of Commercial & Residential Units - The ES provides detail on construction and mitigation to separate commercial and residential units in addition to lifts and other mechanical plant from the residential units. It is important that these details are agreed prior to construction to protect the residential units from noise. It is also important that units to be used for A3, A4 or A5 uses be determined early on so that adequate provision can be made for the ventilation of kitchens.

Land Contamination - The site has not undergone any contaminative uses. Therefore, no formal written comments will be required.

Dust and Emissions - Best Practice Guidance: The control of dust and emissions from construction and demolition (Mayor of London and London Councils) should be followed during the construction phase.

Economic Development Officer: Although the site is not a regeneration area the scheme offers the opportunity to attract investment to enhance and find new uses for the listed buildings and heritage gardens. Development offers improved opportunity to create an environment to provide training and to secure employment for those with a history of mental illness and disabilities with closer integration. S106 should include local employment agreement with funds to assist local residents gain access to employment opportunities to be generated and local businesses to gain business opportunities. This would enable the Council and its partners to tackle the economic and social deprivation in Tooting, one of the most deprived wards in the Borough.

DOLAS (Ecology): Further surveys and reports are required prior to appropriate detailed development to secure wildlife at the site and to include appropriate mitigation measures. Overall the approach taken is acceptable.

DOLAS (Parks): Any proposals for the site must include open space and play provision sufficient for the development and the surrounding areas, that such open space and play facilities should be fully publicly accessible and be maintained by the development. Any s106 attached to the development would require open space and play provision sufficient for the development and the surrounding areas that is fully publicly accessible and is maintained by the development. The Council would not be looking to take over the maintenance at any point.

DOLAS (Trees): I am unable to assess the comments put forward as well as make comment myself on the potential impact these works may have without a legible map that combines the Arboricultural survey containing details of their tree survey, locations of the trees the surveyor inspected and those trees to be removed to facilitate

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the development. I am unable, therefore, to provide the comments as requested.

DOLAS (Waste): As a rule of thumb, hospitals can be expected to generate around 0.15cu.m waste per week per bed, excluding clinical waste, so this is the approximate volume required for any storage and collection facilities designed to cater for in any detailed application. Individual houses should have space at the front for 2 x ordinary dustbins + 200 litres of recycling sacks. Flatted dwellings should either have waste stores designed for euro-style waste bins at a ratio no less than 1 x 1100 litre refuse bin per 6 households plus 1 x similar for mixed recycling per 18 households or refuse and recyclables can potentially be stored in skip type compactors. In this case the Council will consider providing twice weekly collections. Compactors must provide the equivalent capacity to the euro-bin requirements above combined with weekly collections. (Residual refuse can be compacted to one third of its original volume, recyclables to one half). For the elderly persons care home (113 units) the figure of 149 tonnes annually in 2018 (Table 18.3, Doc: 18. Waste Management) looks reasonable.

Actual commercial waste volume arising will depend on the type of commercial usage. 2455 sq m retail (A1) is likely to generate up to 37cu.m waste per week. 2,000 sq m offices is likely to generate around 10cu.m waste per week. Restaurants are likely to generate around 0.075cu.m waste per week per dining space. Collection vehicles must be able to gain access (freely or with an FB 2 or FB 4 key) to wait within 10 metres of all collection points without reversing in excess of 50 metres or negotiating pinch points of less than 3.5 metres. With the exception of skip-type waste compactors, the Council will only collect once weekly, so waste stores must be designed to accommodate the weekly volume arising except where more frequent collections continuing in perpetuity are enshrined in covenants. All storage facilities must be sized to ensure that household, commercial and industrial wastes can be kept in separate streams, that recyclable waste can be kept separate from other waste and that hazardous waste can be kept separate from non-hazardous. All facilities for waste storage and collection must comply with other requirements of the Council's Waste Supplementary Planning Guidance.

For the school it would be reasonable to assume that they would produce a similar quantity of waste per head to offices which produce around 0.05 cu m waste per week per head. On this basis a school with 420 pupils could be expected to generate around 21 cu m waste per week. Any waste storage facility must cater for both refuse and recycling storage. The school should also consider its strategy for keeping recyclable waste separate within the classrooms and for transporting recyclables to recycling containers in the bin store.

WCAAC: On the whole the Committee welcomes these proposals and considers the general principles admirable, in particular the plans for the MOL and the establishment of a public park. However, some more thought needs to be given to the location of new buildings at the north-west corner of the MOL since these would intrude into and spoil the sweeping open parkland setting for the main listed building

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that currently exists. Retention of Glenburnie Lodge, White Lodge and Harewood House buildings. The Committee does not consider that the name Springfield Garden Village would be appropriate.

POLICY: Unitary Development Plan: GEN1 (Sustainable development); GEN2 (Regeneration); GEN3 (London-wide objectives); GEN4 (Disabled access); GEN6 (Protect character and heritage); GEN7 (Layout, form and design); GEN 12 (Protect/enhance residential areas); GEN13 (Range of housing); GEN15 (Maximise employment potential); GEN19 (Community services); GEN20 (Protect leisure facilities); GEN21 (Protect and enhance open spaces); GEN22 (Provide open spaces); GEN23 (Protect natural environment); GEN25 (Promote sustainable relationship); GEN26 (Promote safe, accessible and integrated transport system); GEN27 (Improved public transport, cycling and walking facilities); RDP1 (Pedestrian access, parking, servicing, waste); RDP2 (Plot ratio); RDP4 (Mixed use developments); RDP6 (Creating accessible environments); RDP7 and RDP8 (Planning obligations); RDP11 (Transport pollution mitigation measures); TBE1 (Layout and form of development); TBE3 (Safety and security); TBE4 (Wind/ light/enclosure of public spaces); TBE5 (Design and external appearance); TBE6 and TBE8 (High buildings, view and skylines); TBE10 (Conservation areas); TBE12 and TBE13 (Listed buildings); H3 (Protect/enhance character and amenity of residential areas); H5 (Conversion to new dwellings); H9 and H11 (New housing development); H13 (Interchangeable housing/business use); H15 (Hostels and residential care homes); BIN1 (New business, industrial and warehouse development); TCS9 (New shopping developments); TCS13 (New A3 uses); CS1 and CS2 (Community premises); CS3 and CS5 (New education/childcare facilities); CS6 (Springfield Hospital facilities); CS7 (Health care facilities); LR2 and LR3 (Loss of sports facilities); ON1 (Loss of open space); ON4 (Metropolitan Open Land); ON5 (Land adjacent to Metropolitan Open Land); ON6 (Historic gardens/parks); ON9 (Loss of trees); T1 and T2 (Land use and transport); T3 (New public transport facilities); T5 (Walking); T6 (Cycling); T7 (Servicing of non-residential development); T9 (Car parking).

Core Strategy: PL1 (Neighbourhoods and regeneration); PL3 (Transport); PL4 (Open space); PL5 (Provision of new homes); PL6 (Meeting the needs of the local economy); PL8 (Local centres); IS1 (Sustainable development); TS2 (Sustainable design); IS3 (Design and townscape); IS4 (Environmental quality); IS5 (Affordable housing); IS6 (Community services); IS7 (Planning obligations).

Revised Development Brief for Springfield Hospital (October 2000)

The 2000 Development Brief prepared by the Council provided advice to the Hospital for their proposals and to guide the future use of the land including the main listed buildings on the basis that approximately half of the site would be re-used for new NHS facilities whilst the other half be disposed of for re-development. The parts of the site occupied by other health care related users and buildings within the MOL including the golf centre were not considered for re-development. The brief applied the relevant policies in the Council's Unitary Development Plan (UDP), and set out the planning context for the Conservation Plan. The development brief acknowledged

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that there was potential for re-development of the site which would involve new uses and some new buildings. However the conservation and enhancement of the listed buildings on site were priorities and outlined objectives for new development of the site which would need to comply with the UDP Policies.

COMMENT: The main considerations are:
Principle of the redevelopment for a mixed use scheme; the layout scale and form of the development; impact of the historic buildings and gardens; impact on the Metropolitan Open Land and loss of the golf course; traffic generation, parking and access; residential amenity; affordable housing; sustainability; environmental impacts; provision of additional health facilities and associated issues; and the Section 106 agreement including provision of a school.

The outline application approach taken has created problems to consider the principle and nature of the proposal in the absence of details. It has made it difficult for many to consider the form of development and subsequent issues due to the format of the application, its supporting documents and the parameters it seeks to establish. Development proposals related to and adjoining listed buildings require details to properly assess the nature of any likely impacts and it is an unusual case for an outline application such as this to be submitted in this format but this has been due to the funding process the trust need to undertake.

For a number of years the Council has been urging the Trust to provide a detailed 'Masterplan' for the development of the Springfield Hospital site. In 2006, in granting permission for the demolition of old powerhouse and its replacement with a hospital building to replace the existing John Meyer Ward, for accommodation for an 18 bed Adult Acute Unit and 10 bed Psychiatric Intensive Care Unit, members expressed concern over the piecemeal approach to the redevelopment of the Springfield site, including the issues of transport/car parking within the site, the landscaping, the quantum, type and heights of developments through the site. At that time, the building was considered by the Trust to form part of the Masterplan, although neither members nor officers had had the opportunity to fully discuss and respond to the Masterplan. This application now forms the framework of the Masterplan application and is presented in outline form with the maximum heights and types of development on the site.

It should be noted that an earlier brief was provided by the Council for the redevelopment of part of the site in 1997. This was as a result of the possibility at that time of the PCT selling off parts of the site for residential redevelopment. That brief is not directly comparable to this outline application given that the form of the envisaged development was for the use of part of the site for residential rather than a more comprehensive redevelopment for what the applicants have labelled 'Springfield Garden Village'. Consequently potential density calculations will differ significantly. The Conservation Plan commissioned in 2000, was solely to identify key features of significance and how they may be retained and enhanced as part of any redevelopment.

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The site has a number of fundamental constraints including the large area to the northern and western parts of the site covered by the MOL, the listed buildings within the site, the existing hospital use and the limited vehicular and pedestrian access.

Principle of redevelopment for a mixed-use scheme:

There is no 'in principle' objection to the use of the site for a mix of residential and hospital purposes. Planning permission and listed building consent was granted in 2003 for the conversion of Orchid Wing of the main hospital building to form 36 residential 'key worker' units. In addition it would be reasonable to expect that in any residential led mixed-use redevelopment some local facilities in the form of shops and other services should be provided. The principle of a mixed-use development is therefore appropriate in this location, subject to the quantum of development and issues raised in the remainder of the report. Nonetheless, these proposals have generated substantial interest and concern about the impact of the development on the surrounding area.

The layout scale and form of the development:

The development would cover an area of 19.4ha seeking to create a new urban garden village. Whilst this is an outline application with all matters reserved the application seeks to identify a quantum of development with up to 1200 residential units and maximum flexible quantum of commercial floorspace. It is the aspiration of the Trust to obtain a conditional permission with commitments in a legal agreement for a scheme that provides the parameters for development with a degree of flexibility to facilitate the formulation of their Outline Business Case as part of their fund bidding to NHS London and tendering for construction contracts whilst maintaining control over the whole process via a Springfield Development Management Company. The application provides indicative layouts and identifies typologies, design codes for development, heights and uses to inform the determination and thereafter provide the benchmark for future applications.

The surrounding area is predominantly 2-3 storey residential dwellings built to a traditional grid pattern and network of Edwardian/Victorian streets to the north and east and pre-war properties to the south whilst College Gardens immediately to the north-east has a number of cul-de-sacs and a modern estate pattern dating from the 1980's. The development of St. George's Grove providing a mix of between 4 and 6-storeys for residential, including a halls of residence at a greater density. The development, in part, seeks to refer to the general character and layout of the area whilst using the height and scale of the Main Building and Elizabeth Newton Wing. Much of the development would be of a greater height than the 3 and 4 storeys prevailing locally. Proposed heights to the south-east of the site near to the Glenburnie Road entrance would be the greatest. Both parcels L and M would include buildings up to 8-storeys and remaining parts of the building between 7 and 2-storeys adjoining Lingwell Road. These buildings would predominate approaches to the site and be

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visible from surrounding residential roads. The increase in massing would lead to a change in character particularly noticeable from adjoining residential properties leading to a prevailing feeling of over-development in an area where the tallest building is the Ernest Bevan College at 4-storeys. Elsewhere 6-storey buildings proposed within parcels E and H, and 5-storey buildings proposed within parcels C, D and E and in building J3, inevitably higher buildings would be visible from the surrounding area and change the character of the built form on the site. The issue is whether the change would adversely affect the setting of the predominant listed buildings and be widely dominant to neighbours. From the surrounding area the site currently is not viewed as having a significant visual impact due to the comparative low heights and is appropriately proportioned for its use with little impact to adjoining occupiers.

In terms of the built form the development would be sufficiently distanced and proportioned to nearby Magdalen Park and Wandsworth Common Conservation Areas and there would be no adverse impact to those designations or their setting in comparison with the existing nature of the site.

There is a logical approach taken to the general development arrangement building upon the existing NE-SW orientation of the site with the grain of development aligned accordingly. However, there remain problems with the location of development land exchanged within the MOL and the form and size of that development in parcels G, P, Q, X, Y & Z.

The layouts of development parcels G, P, Q, X, Y and Z show residential units surrounding communal parking and amenity areas that appear exclusive to those parcels. The indicative drawings in the form submitted do not give confidence the layouts can be satisfactorily achieved. Further information would be required on plot sizes, public or private areas and gated enclosures. The front of these blocks has no demarcation between public space (Springfield Park) and the front lawns of the residential development. This may well be an interesting relationship but there would be a danger of pressure from residents to increase privacy by the formation of high walls or enclosures built between the two which would need to be avoided. Careful protection of that relationship would be necessary if that approach were considered to be suitable at all. The areas fronting onto the parkland would form the principal external amenity areas serving those properties and would inevitably face pressure to be characterised by domestic features and paraphernalia, which does not meet the aspirations of the submission for them to appear open and as a continuation of the parkland as complementary to its Metropolitan Open Land designation. This is unlikely to be the case and greater attention would need to be paid to the sensitive relationship of those areas and suitability for such an approach so that there would be no harm to the appearance of the parkland demonstrated. The form of development proposed for these parcels remains to be justified given the prominence and special character of this part of the site. The same would apply for the smaller parcels at O1 and O2 and there is concern at whether such parcels would work in practice.

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The quantum of commercial and leisure uses could amount to 10,000sqm. The area is identified as a potential site for redevelopment but the quantum of commercial floorspace provided is not justified, either in relation to the size of the development nor in demonstrating the impact on existing centres. Town Centres and the Wandsworth Thames Policy Area (WTPA) are only normally appropriate locations for this level of offices. The Design Code and Design and Access Statement states that additional commercial uses would be provided to encourage small businesses to locate to the area. The provision of small business units targeted at the needs of the local economy is welcomed, however, as this site is an out of town location it is not considered to be an appropriate location for office development when considering the town centre first approach. The applicant would need to justify their approach to providing the extent of commercial uses and office development in this location. Community facilities within retained curtilage buildings would help provide a mix of uses and sustain support for a well balanced provision of uses beyond commercial, employment and residential to the benefit of new occupiers of the development. The Metropolitan Police have requested the on-site provision of a community unit for a safer neighbourhood team base in accordance with standard requirements as part of the legal agreement.

The development should refer to the need for future development to be constructed to principles of inclusive design, including specific access needs for disabled people, integrated into the proposed development and demonstrated how inclusion would be maintained and managed. The applicant should be encouraged to exceed minimum full lifetime homes standards for full wheelchair accessibility for all internal and external areas.

Pedestrian links to adjoining sites are suggested but it is uncertain whether some of these especially those into College Gardens can be achieved. The applicants should discuss this with the appropriate land owners at an early stage to ensure that they are possible. At present all roads within the site are privately owned and managed and this would remain the same, as it would for the site as a whole. Detailed arrangements of how the applicants intend to manage and maintain roads would be required as would details for signing, lighting and way marking.

Views from Springfield Hospital are a designated local view in the Council's Local Views Supplementary Planning Guidance. In addition the site falls within two other designated views from the Royal Hospital for Neurodisability and from Beaumont Road.

The Council's Trees Officer has requested details of trees to be removed which takes into account the applicants Arboricultural report that identifies trees that should be removed for reasons other than to facilitate the development. This has not been forthcoming and it has not been possible to consider the full extent of likely tree removal in qualitative terms individually, collectively in visual terms in context with the whole site and those to be retained and what impact this may have on the amenity

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of the site and to adjoining occupiers. Only then can proposed landscaping for the scheme be properly considered.

The development brief agreed by the Council in 2000 does not carry the same weight as adopted policy or that of any approved applications. The brief identified part of the site for residential development for 500 at a different density, scale and form as that now proposed. Much of the site was retained in its present form and combined with separate areas for new health buildings. The current application should be considered on the basis of its own merits without reference to the development brief.

Impact of the historic buildings and gardens:

There are a number of implications of the proposed works to the listed buildings. The development would demolish curtilage listed buildings, re-use both listed and curtilage buildings and develop in proximity to those listed buildings and this will have implications to their setting.

The proposals for the demolition of curtilage buildings are broadly in line with the Council's own development brief prepared about 10 years ago. The majority of curtilage buildings are of low to moderate importance with 3 curtilage buildings considered important, The Ballroom, The Chapel and the Island House (The Mortuary) which would all be retained and form the basis for public open space within the centre of the site as a focal point. Their retention for community use would be encouraged and ensure long term preservation of buildings of character. Tall Trees is of architectural merit, contributing to the site and representing a building of historical interest being the original Superintendent's house and its retention and conversion to residential is supported.

2 buildings to be demolished are of group value, namely the John Meyer Wing and the Former Laundry, however, neither are of outstanding architectural feature and their demolition would facilitate the application with wider regeneration benefits of the proposed development. The retention of the link gateway should be explored as this could provide an interesting feature.

Glenburnie Lodge dates from the late nineteenth century. It is a two-storey detached brick lodge and has a domestic scale of visual interest. Its demolition must be viewed in the context of the wider regeneration benefits but its location at the entrance to the site might facilitate its retention more easily than other curtilage buildings and maintain a historical 'entrance' building to the site. As such the loss could be unfortunate. White Lodge is a building of some interest, however its architectural merit must be balanced against the wider regeneration benefits. Its removal is accepted as being necessary in order to facilitate a larger development scheme with regenerative benefits. Harewood House Hebdon Lodge and the ABCD Building dating from the 1930's, are not considered to be of architectural or historic interest and their demolition appears acceptable. A survey of all buildings to be demolished

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should be carried out prior to demolition for recording purposes due to their collective group value.

There are no in-principle objections to the conversion of the retained buildings and permission has previously been granted for the conversion of the Main Buildings Orchid Ward to 36 flats. The schematic proposals for the conversion of the listed buildings to residential use are generally acceptable. The outline proposals show how it is possible to convert the listed building with a minimal impact on the heritage asset. The internal areas of the listed buildings are very utilitarian and the interest is mainly with the entrance foyer to the Main Building and the hall to the Elizabeth Newton Wing. The applicants should be encouraged to make a detailed application for the conversion and alteration of the listed buildings at an early date so that the necessary consents are in place when the requirement under the S.106 for the works comes into effect. The extent of alterations, demolition and remodelling would need to ensure sympathetic treatment and a detailed listed building consent application for those works enable greater scrutiny.

Any S.106 agreement to any planning permission should set out how the heritage asset of the listed hospital buildings will be converted, repaired and enhanced as part of the overall development. It will be important to ensure that the conversion and repair works to the listed buildings is to be carried out at an early stage in the development. The existing main hospital building is included in the Council's and English Heritage's register of listed buildings at risk. It is important therefore to attach priority to the repair and conversion of this building.

Concerns in relation to the height of a number of proposed buildings across the site are expressed earlier in this report. The listed main Hospital building enjoys a predominance in the landscape and there are clear views of it and the Elizabeth Newton Wing from the principal entrances. The proposed building heights introduce in some cases buildings up to 61m AOD which in this context would diminish the significance of the Hospital and the registered landscape. Development to the north-east of the Elizabeth Newton Wing would completely obscure the building, divorcing it from its historic relationship to the main drive and entrance. The tallest buildings in particular are not contextual within a sensitive historic environment and the residential areas beyond. The detailed study shows the massing of the buildings in that area which would have an impact on the setting of the listed building. The applicant argues that any negative impact will be outweighed by the benefits of the scheme.

A financial contribution towards the restoration and re-use of the ice house to Burntwood Lane School, which is also a building included in the register of listed buildings at risk is welcomed.

The site is characterised by its open nature with extensive grassed areas, not just within the MOL and Registered Park and Garden but to the north east of the site adjoining College Gardens, airing courts and to the front of both listed buildings. There are many trees subject of a group TPO and further mature trees worthy of

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retention. Such features combine to form a quality landscape. English Heritage have raised concern that insufficient assessment has been carried out to properly consider the rationale and impact of the development. A conservation management plan should be prepared for the whole landscape incorporating this research and drawing out the value of the various areas of landscape in detail. This should inform both the conservation and design of the landscape and its future management. The application states that a Landscape Strategy and Management Plan is to be produced but this needs to be part of the conservation planning of the site as a whole. The lack of consistent conservation planning is shown in the design for the new park which puts forward a new path layout to the south west of the main building despite the presence of existing “paths running south-west to what was Springfield Farm” which “are of historic interest”. Works within the registered park and garden should receive special consideration due to its historic designation.

Impact on The Metropolitan Open Land and loss of golf course

The design and access statement compares existing and proposed development on the Metropolitan Open Land (MOL). Existing buildings within the MOL mostly date from a time when planning permission was not required for hospital development comprising of the Diamond Estate providing ancillary nurses’ accommodation and the Shaftesbury Clinic Unit which were both constructed by the trust against the Council’s wishes, the dwellings on Burntwood Lane and storage building. The golf centre buildings are related to the MOL as an appropriate leisure use. A pro rata exchange of built area within the MOL is proposed. Parcels P and Q would be more prominently located in terms of the public usage of the park and visible from Burntwood Lane. Those parcels would be 3-4 storeys and form an increased mass and bulk on a more sensitive part of the MOL than the existing buildings, without sufficient justification. Small parts of parcels G, X, Y and approximately half of Z would also be constructed on MOL, G edging development north toward Burntwood Lane and the latter three being in place of the ABCD building to the south of the site. The form of the development within those parcels is covered above but would have an impact on the setting of the MOL.

The proposed building on the MOL would be 3325sq.m less than existing buildings. However, it should also be noted that the gross floor space would increase by 6250sq.m while the volume of building would increase by 9700cu.m. The statement does not address the strict policy tests for developing on MOL. The approach to assessing planning applications advises there is a presumption against inappropriate development including engineering operations and changes of use and approval should not be given unless there are very special circumstances to do so. Such appropriateness would be restricted to open air uses, essential facilities for an acceptable use of the land with strong operational or management reasons for building or being of national importance that cannot be re-sited elsewhere. Any development must maintain openness and not conflict with the purposes of including land as MOL. It must be demonstrated that the wider effects of development on MOL must be considered including access arrangement by sustainable means of transport.

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The development would have an affect on the setting of MOL different to that which currently exists. Residential parcels to comprise of large high quality units with open plan gardens on or adjoining the park are proposed at 3 and 4-storeys where currently the fringes of the MOL are characterised by a variety of buildings as stated above and the PCT run day care and care home, which are of varying styles and of little visual quality other than by their comparative lower height. The north airing court and adjoining garden containing mature and quality trees is situated adjacent to the MOL but the golf course buildings, car park and store building are situated so as to interrupt that relationship.

The setting of the MOL is predominated by the front of the Main Building including the lawned courtyard and car park. The relationship of the Main Building and lawned forecourt would be retained which is of importance and the removal of the car park would benefit both the MOL and the setting of the listed building. There would be benefit from the removal of the poor quality buildings from and adjoining the MOL and the introduction of higher quality buildings with greater visual merit and that respect the setting of the MOL. Parcels P and Q would be located on MOL which is of greater prominence and value to the character of the area than of the Diamond Estate and Shaftesbury Unit. P and Q also further cut off the north airing court and parcels O1 and O2 would be situated within the adjacent garden area. Whereas the application satisfactorily demonstrates there would be an overall reduction of development floor space on MOL area, there would be an increase in volume and size of buildings. The development would be located on more prominent MOL than existing buildings and the application fails to demonstrate justification in comparative qualitative terms. The increase in volume would lead to greater impact on the appearance of the MOL.

A potential vehicular link to St. George's Grove to serve a possible improved bus route is proposed across the parkland to the south of the site and parallel with part of the west boundary to St George's Grove. The routes would also provide pedestrian and cycle access. The applicant has not demonstrated why this route has been chosen rather than at the nearest part of the St. George's Grove development which would help reduce extent of the access and intrusive engineering works across the park. The provision of the extended bus route at this location is dependent upon TfL agreement but it would be preferable to minimise construction of an access route across MOL on visual grounds. It is also dependent on the developers, Bellway, who are currently constructing a development in St. George's Grove, allowing the variation of their development to include bus access. Currently this is restricted to cycle and pedestrians.

The provision of a new public park is, in principle, to be encouraged. The area is deficient in public open space and a robust ownership, management and landscaping plan would need to be submitted and enshrined within the legal agreement and deeds for dwellings to ensure the long term retention and provision of a suitable standard public park. The Council would be unlikely to seek control, ownership of maintenance. Access points to the park should be improved especially from the west with more pedestrian and cycle links into different parts of the "Park".

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The loss of the golf course, however, would mean the removal of a well used recreational facility which serves the surrounding area where there is a scarcity of similar such facilities of its type within South West London. The loss of sporting facilities would need to be justified and acceptable replacement facilities provided. The Trust owns the land and has advised it has served appropriate notice under the terms of the golf course's lease to terminate the use.

Traffic generation, parking and access

The key transport planning question to be answered is whether or not transport services and infrastructure are able, or could be made able, to accommodate the travel generated by the proposed development. Based on the information provided in the Transport Assessment (TA) and supplementary note of 5th January 2009, it is currently not possible to conclude that the development works or could be made to work in transport terms. The TA is inadequate and does not base its assessment on acceptable modelling. It fails to demonstrate that the development would not have an unacceptable impact on the highway network, the number of visits or to the public transport system.

There are numerous areas of uncertainty, including question marks over trip generation figures and likely mode split. The development site is in an area of low public transport accessibility with limited provision and the information provided to date suggests that generated demand for bus, train and tube services could lead to further crowding on services that already suffer capacity problems. This in turn may lead to more people than assumed using private cars, adding to congestion and parking pressure in the area. It is also of concern that the application has not adequately demonstrated that the capacity of the highway network will be able to accommodate the traffic generated.

If approved, an over-arching travel plan for the site, covering all proposed uses, should be a requirement for any development on the site. This should be established at an early stage to ensure single-occupancy car use is minimised from the outset. However, the success of a travel plan will depend largely on sufficient capacity being available on public transport modes, which has not been demonstrated by the application to date.

A revised Transport Assessment is promised addressing many concerns and queries raised by officers and Transport for London, but until it is received it is not possible to make conclusions about the impact of the development, or to list with any certainty those measures that would be needed to mitigate the impact of development, or even to conclude that the impacts can indeed be mitigated. It is noted and welcomed that the developer has indicated a willingness to make financial contributions to improve public transport to meet demand, as well as to fund any off-site highway works required.

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The proposal demonstrates potential pedestrian and cycle accesses to College Gardens, Chancery Mews, Hebdon Road and Streatham Cemetery. Further potential vehicular accesses are shown to St.George's Grove to facilitate a bus only route and to Hebdon Road. Improved permeability is to be encouraged with the increase in access and movement beneficial to integrate the built environment and community, improve access to shops, services, facilities and parkland, encouraging walking and cycle use, help reduce travel times, reduce reliance of vehicular use and increase natural surveillance. The applicant has been requested to demonstrate the feasibility and practicality of opening up each potential access indicated. This information has not been provided and the Council is unable to consider the suitability of those accesses points accordingly. The legal agreement for the Chancery Mews 1998 permission ensures the pedestrian and cycle paths are maintained therefore ensuring the potential access route to Springfield Hospital remains. No such requirement is in place for College Gardens however. Pedestrian access already exists onto Hebdon Road and the proposal to use that access for vehicles is dependent on the acceptance of the Transport Assessment. No such judgement can, therefore, be made at this time on the suitability of Hebdon Road as a point of access for vehicles to the site.

The formation of the bus route via St.George's Grove is aspirational dependent on discussions between the applicant and Transport for London who have indicated their encouragement and support for improved bus routes providing the applicants provide suitable funding by means of the S.106 legal agreement. There are concerns regarding the impact of further roadway and engineering works across the MOL in visual terms which is covered above. The applicants have been approached to establish the possible relocation of the access further to the south of the boundary. The legal agreement attached to the 2003 permission for St George's Grove ensures access maintained to provide potential access to Springfield Hospital.

The Transport Assessment advises there is an option to take land from Wandsworth Common to increase the capacity of Burntwood Lane at its junction with Trinity Road. Such a proposal to take common land should be avoided where possible in the interests of retaining the common for community benefit and would take a time consuming and arduous process to achieve with little certainty of approval.

Residential amenity

Neighbours have raised concerns regarding the height in certain locations and the overbearing nature of development in relation to boundaries and properties.

Desk top shadow studies have established an impact to adjoining occupiers. However, as the proposal is at outline and though it proposes a commitment with regard to maximum heights and widths, without greater details of the proposal that a full or reserved matters application would provide together with a detailed assessment of all shadow, daylight and sunlight, the proposed impact can not be conclusive. The proposal advises there would likely be a technical infringement on neighbouring properties residential amenity from the massing of indicated building heights which

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would be visible in the surrounding area. In such a case the proposed development may be considered unneighbourly. The layout and form fails to integrate the development, and form a relationship, with the neighbouring properties.

Associated activity to the development is likely to increase, particularly as the Transport Assessment (TA) fails to demonstrate vehicles would likely be able to leave the area quickly. Proposed phasing needs to be revisited by the applicants to introduce a suitable balance and ensure the provision of affordable housing and conversion of the listed buildings early in the re-development. The construction phase needs to be carefully considered in order to minimise disturbance and impact to adjoining occupiers and the Construction Management Plan would need to identify further measures to comply with British Standards so as to minimise impact. Construction noise and vibration would also be covered within the construction management plan before works commence. Existing properties appear to be located sufficiently distant from proposed commercial uses not to be affected.

Use of the existing chimney will be unlikely to cause problems of harm to existing and proposed residents' amenity but details of projected emissions would be required when considering the form of energy source to determine the appropriate chimney height. Biomass burning is identified as an objectionable form of community heating and energy source due to emission levels. Mitigated through the application of a stringent lighting design, and construction management plan, would be necessary to ensure no adverse impact to adjoining occupiers. Environmental regulations would thereafter ensure control of lighting to ensure no nuisance occurred.

Affordable housing

The proposal is for a level of affordable housing of 25%. This would comprise of 70% intermediate housing (equity share) and 30% social rented units. The London Plan target is for 70% social rented units and 30% intermediate units.

No three-dragons or independent viability appraisal was submitted with the application as justification for the level and split of affordable housing which is below the policy requirement. In calculating the viability of the maximum level of affordable housing, the full cost of the replacement of mental health facilities should not be included in any calculation. However, it is considered that the provision of a new health care facility could contribute to the overall assessment of wider community benefits including transport, education and other community benefits.

The GLA has clearly stated to officers that whilst they welcome the provision of a modern health care facility, that this should be funded by any profits that the development secures and should not be at the expense of the provision of affordable housing. As no viability report was submitted, it is not possible to establish how much, if any, the proposed level of affordable housing was subject to the rebuilding of the hospital.

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In seeking to establish an acceptable level of affordable housing, additional information and a full viability assessment needs to be submitted. In the absence of this information it is considered that it is not possible to fully assess why the level of affordable housing has been proposed and if it is the maximum that could be secured.

Sustainability

The design and access statement refers to an energy strategy and proposes a CCHP plant and biomass boilers. Potential for linking in with other CHP/CCHP systems in the area, opportunities for connecting other surrounding uses and plant space requirements should be explored early in the planning stages. CCHP is welcomed and can achieve significant CO₂ savings, however, gas-fired CCHP CO₂ reductions are considered energy efficiency measures and do not count towards the 20% renewables requirement as suggested by the Environmental Statement. A minimum of Code Level 3 for all residential units and BREEAM 'very good' for the non-residential elements would be required. This should be fully illustrated in a Pre-Assessment Report. Wind and solar power appear to have been totally discounted which is inappropriate. There are good opportunities for designing the development parcels in a way that optimises opportunities for passive solar design and also solar PV/thermal energy generation. The fact that there are listed buildings on the site does not necessarily preclude the use of solar power or other renewables on these parts of the site. The sustainability credentials for the site should be setting exemplary standards. The site has the potential to be a new eco-village, and its green credentials could potentially be a very good way to promote the site. In practice the development should be aiming to be zero-carbon rather than merely to limit it to standard regulations. Green roofs should be included within the development wherever possible.

Environmental impacts

Archaeological investigation at detailed stage and during development would be sufficient to identify likelihood of possible archaeological finds and appropriate mitigation as the initial study concluded a low probability or risk. Provision of artificial lighting during construction would be of limited environmental impact. The ecology plan identifies further surveys and reports are required prior to appropriate detailed development to secure wildlife at the site and to include appropriate mitigation measures. Overall the approach taken is acceptable with no harm to protected species identified and positive gains for biodiversity conservation. Noise and vibration would not cause any amenity impact, provided compliance with appropriate British Standards, details at reserved matter stage and a suitable construction management plan. Similarly water provision and waste management are identified as acceptable provided compliance with appropriate standards, statutory provision and reserved matter details. The proposed bioswales, ponds and wetlands used for Sustainable Drainage Systems (SUDS) are welcomed. Maintenance of SUDS is crucial for their effective long-term use and reference to the upkeep of the SUDS should be added to the common estate services and infrastructure list that will need to be maintained and operated. No flood risk is identified from the development with a low probability of flooding in existence and no increase likely to occur. Conclusions

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on wind impacts are derived from a qualitative analysis and no wind modelling as been undertaken. They do show, however, that western parts of the site would be most susceptible to wind as there is no shelter to that side. Frequent and strong winds would be probable. A more detailed analysis is required to assess fully impact to pedestrians both on and off site but this may only be achieved once a detailed design is confirmed. Provided Biomass boilers are not used as the energy source for the Combined Cooling and Heating Plant system there will be no impact to air quality and there are no ground contamination issues.

There may be some telecommunication interference to TV, Radio, Satellite and Microwave Links during both construction and on implementation to some adjoining residents. Whereas temporary effects would cease on completion of the development and interference to analogue TV broadcasts from the Crystal Palace and Croydon transmitters would only apply up until the targeted transference of broadcast signals to digital in 2011, the applicant should be required to carry out further more detailed studies at the appropriate stage to identify interference and loss of signals where applicable, mitigate any loss and/or provide compensation where appropriate to adjoining occupiers.

Provision of additional health facilities and associated issues

The health facility is established on site and the principle of a new health care facility is not for consideration. The application proposes the transfer of all existing mental health care uses. The nature and standard of health care provision of the site is a matter for the Trust in conjunction with the Primary Care Trust and separate areas of control. The application states the integration of mental health facilities within the community and other uses is of benefit to all service users and patient development. The new health facility buildings would be constructed to the optimum build standards to ensure user safety and methods of security employed to minimise risk to health and safety. The loss of the open grounds surrounding the existing hospital facility and implications for the provision of care is a best practice matter to be considered by the Trust and is not a matter for the planning process to consider. The re-provision of the Brendoncare unit as a new residential care home to include extra care units that provide more independent accommodation whilst still representing a care home use would be an appropriate use in parcel F.

Section 106 agreement

It is not possible to consider the measures and contributions offered by the application for inclusion within the Section 106 legal agreement as they are determined by the acceptable quantum of development for the site. The final package would depend on a number of matters. Without the requisite Transport Assessment the impact and appropriate level of mitigation or improvements to the highway network and public transport cannot be considered. Similarly the quantum and scale of development is unacceptable and associated heads of terms for the development, such as highways improvement works and education provision, may only be considered should an acceptable form of development be established. There is generally a shortfall of

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primary school level provision and demand for additional school places across the full age range from nursery through to secondary provision. The development would lead to greatest demand for primary school level spaces and the provision of a new primary school would in principle meet such demand subject to establishing an appropriate form of development and to further discussion with the applicant on funding.

Conclusion

Springfield Hospital was a state of the art development for the 19th century. Whilst the legacy is attractive listed buildings in a largely parkland setting they are not fit for mental health purposes for the 21st century. The development guidelines updated in 2000 acknowledged the Trust's ambition to renew mental health facilities, secure additional, mainly residential, development and that the character and nature of the site would change. However, the guidelines reflected the ambitions at that time and did not envisage such extensive development. The current proposals have caused some consternation locally, evidenced by the comments received and the well-attended public meetings held locally. Those concerns have not been allayed by the level of detail contained within the outline planning application. However, although an outline application is not ideal on a site like this, containing significant listed buildings, this is the most appropriate process for the Trust to be able to move their business case forward. Other things being equal, it should be possible to appropriately condition and tie an outline application back to the masterplan and design and access statement.

There is some sympathy and support for the Trust's aim to upgrade health facilities on the site and recognition that enabling development could help secure this. Nonetheless, the funding arrangements in place mean that it cannot be guaranteed that any capital receipts from this 'enabling' development would be returned to Springfield rather than being utilised in a wider London 'pot'. That, of itself, is not a significant matter for determination of this application since the issue for the Committee is whether the uses and form of development proposed comply with policy, are appropriate and can be contained on the site without detriment to the locality, the listed buildings to be retained or the amenities of the surrounding area.

The mix of uses proposed is generally appropriate although the quantum of commercial floorspace proposed has not been justified nor has it been adequately demonstrated that it could be accommodated without detriment to the viability of town and local centres. The main alternative residential use would be appropriate and is supported by the development brief (albeit a lower quantum of development was envisaged at that time). The issue is the amount of development proposed and the impact it will have on the locality and listed buildings. It is considered that the amount of new residential development, with the quantum and heights proposed could adversely affect the setting of the listed buildings, be out of character with the grain of the area, adversely affect the amenities of neighbours and generate levels of traffic that would adversely impact on the surrounding road network.

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It is not considered that the level of affordable housing proposed has been adequately tested and justified. Having said that, the final level of affordable housing, together with other benefits to be secured through a S106 agreement, will be dependent on the quantum of development and the balance of other benefits including transport and education requirements.

The quantum of development proposed will impact on the locality. The site is not well-served by public transport and the transport assessment submitted as part of the application fails to demonstrate that the likely levels of traffic can adequately be accommodated and absorbed into the local road network. Indeed, the assessment submitted has raised more questions about likely consequent problems than provide solutions.

The proposals would also intrude into part of the MOL. Whilst other land towards the SE corner would revert to MOL (and there may not be an overall net loss of MOL), the outline application has not adequately demonstrated that the principle of development here is appropriate nor that the development would not detract from the green chain of open land that extends up Burntwood Lane to the Common.

Other aspects of the development for example the loss of trees probably could be addressed by more detailed information and justification.

The site offers a tremendous opportunity to provide a mix of uses and a range of good quality housing and other benefits to the locality. Unfortunately, too much new-build development is proposed and in places it would be too high for the locality. This adversely impacts on the listing buildings, the amenities of the surrounding area and would result in unacceptable impact on the surrounding road network to detriment of other road users and pedestrians.

RECOMMENDATION: A) That, subject to any Direction from the Mayor of London, outline p.p. be refused on the grounds that:-

1. The local planning authority is not satisfied that, in the absence of sufficient information and justification in the form of a suitably modelled and accurately compiled Transport Assessment, the quantum of the proposed development, the proposed transport mitigation measures and the requirement for further transport mitigation measures would not have an adverse and unacceptable impact on the road network. The proposal therefore is considered contrary to UDP policies GEN2, GEN25, GEN26 and GEN27, TCS9, CS3, CS7, T1 and T2, Core Strategy: proposed submission policies PL3, PL5, IS1.
2. The development by reason of the siting, height and location would be out of character with the surrounding residential area causing detriment to the amenities of neighbouring occupiers. The development would therefore constitute an overdevelopment of the site contrary to UDP policies TBE1,

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TBE5, TBE6, GEN7 and GEN12, Core Strategy: proposed submission policies PL1, PL5, IS3.

3. The local planning authority is not satisfied that the exchange of Metropolitan Open Land and the new buildings within the MOL would make a positive contribution to or adequately safeguard the setting of the MOL. The proposal is therefore contrary to UDP policies GEN6, GEN7, GEN21, TBE8, ON1, ON4 and ON5, Core Strategy: proposed submission policy PL4.
4. The local planning authority has received inadequate housing viability information in order to assess if the proposed level of affordable housing in terms of the overall numbers, the mix of types and sizes and the split between social rented and intermediate has been maximised on this site in order to secure the Council's affordable housing target. The proposal is therefore contrary to Core Strategy: proposed submission policy IS 5.
5. The local planning authority is not satisfied that the loss of trees has been fully justified nor that the loss of the trees would not have a visual and environmental impact contrary to UDP policies GEN12, GEN23, TBE5, H11 and ON9, Core Strategy: proposed submission policy PL4.
6. The local planning authority has insufficient information in order to assess if this proposal achieves a reduction in carbon emissions through on-site renewable energy generation. This is contrary to Core Strategy: proposed submission policy IS 2.
7. The local planning authority is not satisfied that the proposal demonstrates how the proposed heights and locations of buildings can be located within the site without an adverse impact on the setting of the grade II listed buildings and registered park and garden. The development would, therefore, be contrary to UDP policies GEN6, TBE13 and ON6, Core Strategy: proposed submission policy IS3.
8. The local planning authority is not satisfied that the quantum of commercial floorspace has been justified to demonstrate it would not compete with and impact upon the existing Town and Local Centres contrary to UDP policy GEN16, and Core Strategy: proposed submission policy PL8.

B) Refuse listed building consent on the grounds that:-

1. The local planning authority is not satisfied that the proposal demonstrates how the proposed heights and locations of building can be located within the site without an adverse impact on the setting of the grade II listed buildings and registered park and garden. The demolition proposed would be premature in the absence of an acceptable development scheme. The development

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would, therefore, be contrary to UDP policies GEN6, TBE13 and ON6, Core Strategy: proposed submission policy IS3.