



PLANNING APPLICATIONS COMMITTEE – SECOND ADDENDUM PUBLISHED 05 SEPTEMBER

Date: **Tuesday 5 September 2017**

Time: **7.00 pm**

Venue: **Main Hall - Karibu Education Centre, 7 Gresham Road, SW9 7PH**

Copies of agendas, reports, minutes and other attachments for the Council's meetings are available on the Lambeth website. www.lambeth.gov.uk/moderngov

Members of the Committee

Councillor Liz Atkins (Substitute), Councillor Robert Hill (Substitute), Councillor Jane Pickard (Substitute), Councillor Mohammed Seedat, Councillor Joanne Simpson (Vice-Chair) and Councillor Clair Wilcox (Chair)

Substitute Members

Councillor Liz Atkins, Councillor Anna Birley, Councillor Jennifer Brathwaite, Councillor Tim Briggs, Mayor Marcia Cameron, Councillor Jane Edbrooke, Councillor Robert Hill, Councillor Ben Kind, Councillor Luke Murphy, Councillor Louise Nathanson, Councillor Jane Pickard and Councillor Sonia Winifred

Further Information

If you require any further information or have any queries please contact:
Maria Burton, Telephone: 020 7926 8703; Email: MBurton2@lambeth.gov.uk

Members of the public are welcome to attend this meeting. If you have any specific needs please contact Facilities Management (020 7926 1010) in advance.

Queries on reports

Please contact report authors prior to the meeting if you have questions on the reports or wish to inspect the background documents used. The contact details of the report author are shown on the front page of each report.

AGENDA

PLEASE NOTE THAT THE ORDER OF THE AGENDA MAY BE CHANGED AT THE MEETING

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<u>PAGE NO</u>	<u>SCHEME</u>	<u>REPORT CHANGES</u>	<u>DECISION LETTER CHANGES</u>
10	2-7 Stockwell Green	Drawing Numbers: Drawing No. 0202 should be Rev. 3 and not Rev. 2 as listed. Rev. 3	Ensure decision includes Drawing No. 0202 Rev. 3 and not Rev. 2
36	2-7 Stockwell Green	<p>Further information in relation to paragraph 8.1.5:</p> <p>In respect of the west elevation (facing The Glassyard Building) windows are treated as follows:</p> <p>First floor: R5: Side window to Living room – obscured R8: Side window to Living room – obscured R8: Windows to bedroom – clear (see note below)</p> <p>Second floor: R12: Side window to Living room – obscured R13: Side window to Living room – obscured R13: Windows to bedroom – clear (see note below)</p> <p>Third floor: R17: Side window to Living room – obscured R18: Windows to bedroom – clear (see note below)</p> <p>Fourth floor: R22: Side window to Living room – obscured</p> <p>Fourth floor: R24: Side window to Living room – obscured</p> <p>The bedroom windows to R8, R13 and R18 are proposed as clear glazed windows as the measured distance to the nearest perpendicular part of The Glassyard Building is approximately 19m at this point.</p> <p>The rooms with obscured glazing are dual aspect, and therefore have another window.</p>	

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38	2-7 Stockwell Green	<p>Paragraph 9.1.6</p> <p>Whilst it is proposed to secure a Servicing and Delivery Plan as part of any approval, it is considered that a loading bay is required on the public highway, to overcome concerns raised in relation to servicing and delivery. The cost of the loading bay (including the resurfacing of the footway following any damage caused by the construction of the development) would be approx. £20,000. This cost of the loading bay would be paid for by the Applicant.</p> <p>This would be secured via a S278 Agreement</p> <p>Paragraph 9.1.7</p> <p>Officers have considered this request further. It is now proposed that one disabled bay (to be provided on the public highway) is to be funded by the Applicant, at a cost of £10,000.</p>	None
43	2-7 Stockwell Road	<p>12.3 Transport and movement – the S106 will include:</p> <p>A contribution of £10,000 to secure an on street disabled parking bay</p> <p>Section 12</p> <p>The Applicant shall enter into a S278 Agreement, to secure an on street loading bay</p>	None
46	2-7 Stockwell Green		<p>Amend condition 5 to read:</p> <p>Prior to commencement of the relevant part of the development details of the siting and design of all walls, gates and/or fencing and the existing boundary walls that are to be retained (showing at scale of not less than 1:20 the Green Wall to be attached to the</p>

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			<p>wall on the eastern boundary of the site), have been submitted to and approved in writing by the Local Planning Authority. Such walls, gates or fencing as may be approved shall be erected prior to the first occupation of the new building unless the prior written approval of the Local Planning Authority to any variation has been obtained.</p> <p>Reason: To ensure a satisfactory appearance and standard of amenity of the site; to prevent unacceptable harm to the amenity of neighbouring properties and; to minimise the opportunities for crime (Policies Q2, Q3, Q5, O6, Q7, Q15, Q20 and Q22 of the Lambeth Local Plan (2015))</p>
46-47	2-7 Stockwell Green		<p>Amend condition 6 to read:</p> <p>No demolition works or development shall take place until Prior to commencement of development above ground level, a specification of all proposed soft landscaping and tree planting has been submitted to and approved in writing by the Local Planning Authority. The specification shall include details of the quantity, size, species, position and the proposed time of planting of all trees and shrubs to be planted, together with an indication of how they integrate with the proposal in the long term with regard to their mature size and anticipated routine maintenance and protection. In addition all shrubs and hedges to be planted that are intended to achieve a significant size and presence in the landscape shall be similarly specified. All tree, shrub and hedge planting</p>

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			<p>included within the above specification shall accord with BS3936:1992, BS4043:1989, BS4428:1989, BS8545:2014 and current Arboricultural best practice.</p> <p>Reasons: In order to introduce high quality soft landscaping in and around the site in the interests of the ecological value of the site</p>
50	2-7 Stockwell Green		<p>Amend condition 15 to read:</p> <p>No development, including demolition, shall commence until full details of the proposed construction methodology, in the form of a Method of Demolition and Construction Statement, has been submitted to and approved in writing by the Local Planning Authority. The Method of Demolition and Construction Statement shall include details and arrangements regarding:</p> <ul style="list-style-type: none"> • the notification of neighbours with regard to specific works; advance notification of road closures; • details regarding parking, deliveries and storage (including details of the routing if delivery vehicles to and from the site and the accommodation of all site operatives', visitors' and construction vehicles loading, off-loading, parking and turning within the site during the construction period); • details regarding dust mitigation; • details of measures to prevent the deposit of mud and debris on the public highway; • a scheme for recycling/disposing of waste

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			<p>resulting from demolition and construction works and;</p> <ul style="list-style-type: none"> • other measures to mitigate the impact of construction upon the operation of the highway, cycle super highway and the amenity of the area, including timings, phasing, and any road closures that may be required. <p>The details of the approved Method of Demolition and Construction Statement must be implemented and complied with for the duration of the demolition and construction process.</p> <p>Reason: To ensure minimal nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers and of the area generally, and to avoid hazard and obstruction to the public highway in accordance with Policies, Q2, T6 and T8 of the Lambeth Local Plan (September 2015)</p>
50-51	2-7 Stockwell Green		<p>Amend condition 16 to read:</p> <p>The Class A1 retail use of the site hereby permitted shall not No development shall commence on site, until a Delivery and Servicing Management Plan has been submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London. The commercial use of the site shall thereafter be operated in accordance with the approved details. The submitted details must include the following:</p> <p>a) Expected Frequency of deliveries to the</p>

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			<p>site; b) Expected Frequency of other servicing vehicles such as refuse collections; c) Dimensions of delivery and servicing vehicles; d) Proposed loading and delivery locations; and e) A strategy to manage vehicles servicing the site, including consideration of the times of delivery and servicing.</p> <p>Reason: To avoid hazard and obstruction being cause to the users of the adjacent public highway and to limit the effects of the travel movements within the locality in the interests of the amenity of the surrounding area in accordance with Policies Q2, Q12, EN7, ED7 and T6 and T8 of the Lambeth Local Plan (September 2015).</p>
51	2-7 Stockwell Green		<p>Amend condition 17 to read:</p> <p>Within 3 months of the first occupation of the development hereby approved, the existing vehicular access point shall be stopped up by raising the existing dropped kerbs shall be raised in order to reinstate and reinstating the footway verge and highway boundary to the same line, level and detail as the adjoining footway verge and highway boundary.</p> <p>Reason: To minimise danger, obstruction and inconvenience to users of the highway (Policies T1 and T6 of the London Borough of Lambeth Local Plan (2015)).</p>

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51-52	2-7 Stockwell Green		<p>Amend condition 20 to read:</p> <p>No part of the development hereby approved shall be occupied until a Waste Management Strategy outlining the operation and management of commercial and domestic waste storage and collection has been submitted to and approved in writing by the Local Planning Authority. The strategy shall include details how waste would be collected in connection with the proposed Class A1 retail use shall be disposed of. The Waste Management Strategy will align with the guide for architects and developers on waste and recycling storage and collection requirements. Refuse collections shall be timed so as to minimise impact on the adjacent public highway. The development shall be carried out in accordance with the approved details unless the prior written approval of the Local Planning Authority to any variation has been obtained.</p> <p>Reason: To ensure that adequate arrangements are put in place for the storage and disposal of domestic and commercial waste from the site, in the interests of the amenities of the area and the safe operation of the adjacent public highway (Policies Q2, Q12, EN7, ED7 and T6 and T8 of the Lambeth Local Plan (2015) refers).</p>

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<u>44 Clapham Common Southside</u> <u>Ref. 17/00605/FUL</u>		
196 of PAC report	Drawing numbers amended in bold to include a clear drawing showing existing site sections with details of current site levels. TSK098	
196/197 of PAC report	List of documents amended in bold to include Design and Access Statement and relevant addendums. <input type="checkbox"/> <input type="checkbox"/> Daylight and Sunlight Study (Neighbouring Properties) dated 28 February 2017; Addendum Letter (and supporting documents), prepared by Right of Light Consulting dated 24 April 2017 and 28 June 2017 and 3 August 2017 (shadow Plots) Window Key (Lambeth College and Lambeth Academy), BRE VSC and SL Results for neighbouring properties; VSC Results Lambeth College, Photo Key and email all received 22.08.2017 , ALL prepared by prepared by Right of Light Consulting; Transport Assessment, dated January 2017; Transport Assessment Addendum (ref. N05- CC-Transport Assessment Addendum (170426) issued), dated 26th April 2017; Further Response to LBL Consultation Comments Note (ref. 2015-2673, N07-SM-Further Response to LBL Comments (170626)), dated 26 June 2017; Further Response to TFL Comments Note (ref. 2015-2673, N06-SM-Further Response to TfL Comments (170526)) ALL prepared by Caneparo Associates. Transport Comment response (including illustrative diagram of access way to front of site) received 05/07/17 and diagram 1.0 safe crossing point to pavement adjacent to Lambeth College; <ul style="list-style-type: none"> • Design and Access Statement, dated 31.01.2017; Design and Access Statement Addendum, dated 30.06.2017 and Planning Comment Response Supplement dated 31.07.17, amended dual aspect unit provision all prepared by Rolfe Judd Architecture 	
Page 235 of PAC report	Para. 6.2.10 amend penultimate sentence to clarify that officers have no objection to either Option A or B. The Fast Track Route is officers (and the applicant's) preferred option, and it would only be if the applicant	

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	<p>was unable to secure a Registered Provider (RP) that would manage Block B in this configuration that the fall back position would be the implementation of option A. Officers therefore however officers have no objection to both options being included within the Section 106 Agreement.</p>	
<p>Page 238 of PAC report</p>	<p>Para. 6.2.22 amended to clarify the layouts of affordable rent and intermediate tenure units within Building B (Option B).</p> <p>Building A would be exclusively for affordable rent whilst Building B would comprise of all three tenures. Within Building B Intermediate units would be located on the lower ground and ground floors, and part of the first and second and third floors. The Affordable rent units would be located on part of the first, second and third floors.</p>	
<p>Page 250 of PAC report</p>	<p>Para. 6.4.8 Amended to confirm that amenity space between buildings C-D passes BRE Guide Test.</p> <p>In terms of sunlight the BRE Guide test is whether at least 50% of the amenity area has the ability to receive 2 hours or more of sunlight at the equinox. The daylight and sunlight analysis prepared by Right of Light Consulting was independently reviewed by Schroeder's Begg. The analysis indicate that the percentage of the area of each amenity area able to receive to 2 hours of sunlight or more at the equinox are; Amenity between buildings A-B- 94%; Building B-C - 81%; Building C - D 4561%; Amenity A4 - 60%</p>	
<p>Page 250 of PAC report</p>	<p>Para. 6.4.8 Amended to confirm that amenity space between buildings C-D passes BRE Guide Test.</p> <p>All the amenity areas with the exception of the area between Buildings C – D readily meet the BRE guide target criteria above target criteria with very good ability to receive direct sunlight. Whilst the area between Buildings C – D is slightly short of the target value. Given this is only a slight shortfall it is still considered acceptable. 2) The applicant has advised that the daylight results for amenity area between building C – D have changed because during the most recent revised self-test analysis assessment it was noticed that it had been assessed at an incorrect level. This has been corrected (raised to the correct level) for the latest assessment which concludes that the</p>	

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	<p>amenity area achieves a higher level of direct sunlight than previously reported. On balance, Sunlight to amenity areas is satisfactory.</p>	
<p>Page 254 of Report</p>	<p>Para 6.4.27 Amended in bold to reflect the revised assessment</p> <p>In terms of the self-testing for daylight the primary review is the consideration on the Average Daylight Factor (ADFs). Right of Light Consulting have provided analysis results for the lowest floor of habitable rooms within each block. From review of this analysis, all habitable rooms meet the benchmark minimal criteria for ADF being not less than 1% for bedrooms, 1.5% for living rooms and 2.0% for kitchens / open plan kitchen/dining/living room (i.e. taking the higher ADF target value when the room is of shared use) with the exception of three rooms not meeting target criteria. The three rooms are within with in Building A, Flat LG04 (4B/6P): living/dining room ADF is 1.0% (target is 1.5%); and Flat LG08 (1B/2P): living/dining room ADF is 1.2% (target is 1.5%) Flat LG08 (1B/2P): bedroom ADF is 0.7% (target is 1.0%). It is reasonable to consider that ADFs will improve with storey height and so on this basis, ADF is considered acceptable.</p>	
<p>Page 276</p>	<p>Para 8.3 amended in bold to clarify securing of affordable housing option.</p> <p><u>Affordable Housing</u></p> <p><input type="checkbox"/> Applicant to enter into agreement with an RP. Applicant to confirm the approach to be taken. In the event they seek to implement Option A they will need to set out their reasoning for this.</p> <p>Securing Option B (Mayor's Fast Track Route) subject to an RP taking all the affordable and intermediate rent units within Buildings A and B. In the event that the applicant is unable to secure an RP that will take on Building B then the fall back position is they implement option A. First the applicant would need to demonstrate to the Council that every reasonable endeavour has been undertaken to secure an RP for these units.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Securing number of affordable units and habitable rooms <input type="checkbox"/> Provision of rent levels for the Affordable Rented units <input type="checkbox"/> Management by an RP and nominations agreement <input type="checkbox"/> Income levels for the Intermediate units in accordance with London Plan eligibility criteria (£90k) <input type="checkbox"/> Review mechanism 	

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Page 276	<p><u>Para 8.4 amended in bold to clarify applicant needs to enter into a s278 and s38 agreements.</u></p> <p><u>Transport, Highways and Public Realm</u></p> <ul style="list-style-type: none"> <input type="checkbox"/> Permit free development to restrict residents and businesses from applying for permits to park cars <input type="checkbox"/> Car Club package: Each household would be provided with a minimum of three years free membership and one year for the commercial units. Secure Car Club Bay in basement <input type="checkbox"/> Financial contribution of £50,000 towards Cycle Docking Station should the network be extended to this area prior to occupation <input type="checkbox"/> Site owners to provide, maintain and afford public access to/over the proposed public realm (595sqm public square to be located between building D & E). The Site owners enter into any further agreements that maybe required to keep open the site boundary between the Site (44 Clapham Common Southside) and the Notre Dame Estate and the two links between the Site (44 Clapham Common Southside) and Notre Dame Estate. These agreements be secured prior to the commencement of development. <input type="checkbox"/> Financial contribution of £6891.52 to provide improved lighting at the Notre Dame Estate <input type="checkbox"/> Enter into s278 agreement with TfL for any highway works on TfL's highway associated with the development. <input type="checkbox"/> Travel Plan and Travel Plan monitoring fee £3000.00 <ul style="list-style-type: none"> • Enter into a s278 agreement for any highways works to formalise access • Enter into s38 agreement for any adoption of highway into site 	