



## PLANNING APPLICATIONS COMMITTEE – SECOND ADDENDUM PUBLISHED 23 JANUARY 2018

Date: **Tuesday 23 January 2018**

Time: **7.00 pm**

Venue: **Committee Room B6, Lambeth Town Hall, Brixton Hill SW2 1RW**

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### Members of the Committee

Councillor Malcolm Clark, Councillor Nigel Haselden, Councillor Diana Morris, Councillor Luke Murphy (Substitute), 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](mailto: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.

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Please contact Democratic Services for further information – 020 7926 2170 – or the number on the front page.

### Map



## AGENDA

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

	<b>Page Nos.</b>
<b>6. Second Addendum</b>	<b>1 - 4</b>

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**ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS**

**PAGE NO**

**REPORT CHANGES**

**DECISION LETTER CHANGES**

<b><u>ITEM 3</u></b>		
<b><u>3, 5, 7, 9, 10 and 11 Coburg Crescent – 17/03981/RG3</u></b>		
<b>Page Number</b>	<b>Report Changes</b>	<b>Decision Letter Changes</b>
47	<p>The first addendum discussed on-street parking demand and stated that there would be a staff parking demand of five spaces.</p> <p>By way of clarification, the applicant has advised that they expect staff to arrive to the site using sustainable measures and not by private car. Under this scenario the proposal would not result in any parking demand by staff.</p> <p>However it cannot always be guaranteed that staff will choose not to drive to the site, therefore the transport assessment nominated a scenario where five staff drove to work. All of the advice given in the first addendum was based on this “worst case” scenario. Even under this “worst case” scenario it was shown there would be adequate car parking on-street for the application site.</p>	No.
49 and 56	<p>Section 6.19 of the officer report discusses the Method of Construction Plan. In addition, the first addendum provided more information about the Method of Construction Statement.</p> <p>Since the publication of the first addendum, the applicant has been able to provide even further information about construction management, which is provided in the information below. The applicant has advised that their final Method of Construction Statement would be subject to an extended period of discussion, consultation and review with a range of statutory and non-statutory stakeholders including local residents. Consultation with local residents and the Palace Road Estate Residents’ Association is to be secured by Condition 20.</p> <p>The applicant has advised that a new site entrance would be created along Palace Road during the construction period, and that this would be the main site entrance during the main construction period (see image below). It would mean that construction and delivery vehicles would not be required to travel down Coburg Crescent or other local streets during the main construction period.</p>	No.

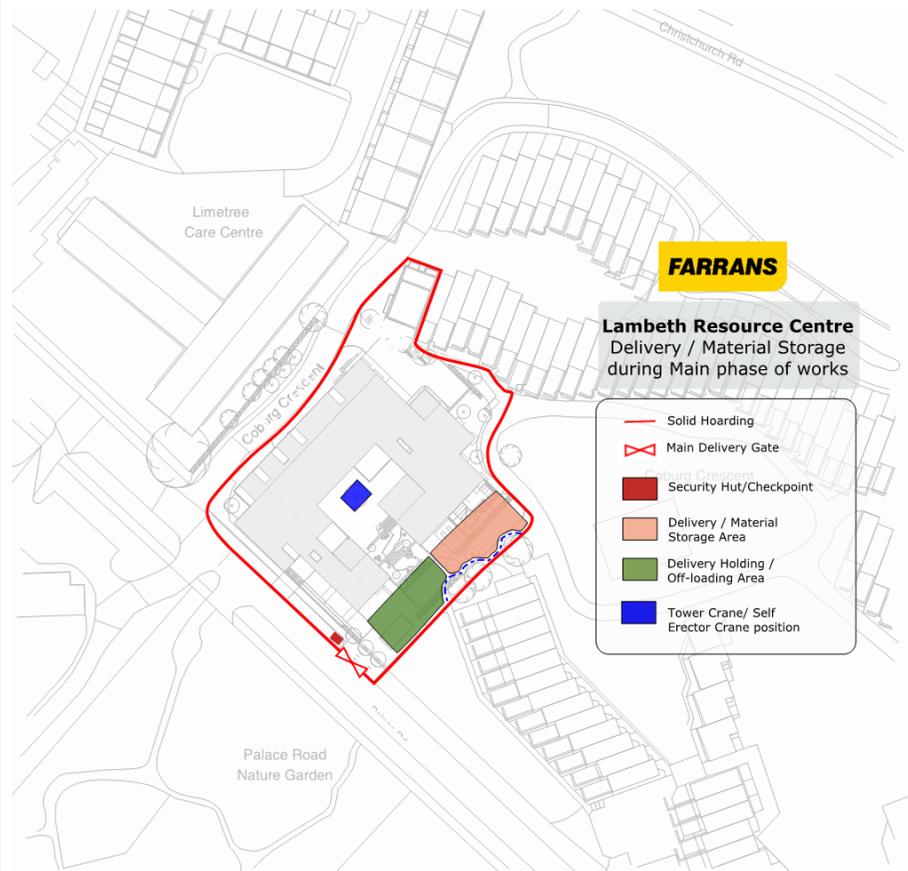
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At the early stage of construction, the site would be able to accommodate construction and deliveries vehicles onto the site and have sufficient space to allow for on-site manoeuvring enabling vehicles to turn and drive out of the site in a forward direction. However as the works progress and the building footprint takes shape it may be necessary for vehicles to reverse onto Palace Road; this would only occur with the assistance of banksmen.



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	<p>The image above shows the location of the delivery holding and material storage areas for the main phase of the works. The applicant would have a security hut with dedicated Banksman at the location of the main site entrance from Palace Road.</p> <p>A nominated Logistic Manager from the applicant’s delivery team would be responsible for co-ordinating all deliveries and allocating suitable time slots. The applicant has advised that these would normally be 30mins slots during non-peak periods. Therefore there would be approximately 9no. main delivery slots per day, however some contractors might book more than 1no. slot depending on off-loading requirements. Time slots for these main deliveries would be scheduled to avoid busy rush hour traffic periods.</p> <p>The application site would have limited area available for on-site storage, and on this basis a ‘Just in time’ approach to ordering materials would be implemented to reduce the impact of the space required for material storage.</p> <p>There would be certain activities during the construction phase whereby the number of deliveries would peak above the average e.g. concrete deliveries for the foundations. The delivery schedule for these activities would be planned well in advance and communicated to the wider stakeholders and residents.</p> <p>One method of communication will be through the constructors “INFORM” magazine. The constructor will produce a bimonthly magazine (“INFORM”) to keep the local residents and any local businesses informed of site progress, and works which may affect them.</p> <p>No additional changes to condition 20 (Method of Construction Statement) are required.</p> <p>Based on the above information and that reported in the first addendum, and subject to Condition 20, officers are satisfied that the construction of the Resource Centre would include adequate measures to mitigate any amenity impacts to adjoining residential properties and any impact on the local road network in accordance with policies Q2, T6 and T8 of the Lambeth Local Plan 2015.</p>	
47 and 49	<p>Section 6.16 of the officer report discusses car parking. Since the officer report was published, the Council’s transport officer has recommended a new planning obligation preventing future residents from applying for on-street residential parking permits in the event that a Controlled Parking Zone (CPZ) is introduced into the area surrounding the application site. This is consistent with the approach taken with major applications throughout the borough. The purpose of the obligation would be to ensure that sufficient on-street car parking spaces are kept available for existing</p>	No.

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	<p>residential properties. The following additional planning obligation is therefore added to paragraph 6.20.2 of the officer report:</p> <p><u>Parking</u></p> <ul style="list-style-type: none"><li>• No residential parking permit in the event that a CPZ is introduced to the streets immediately surrounding the application site.</li></ul>	
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