



PLANNING APPLICATIONS COMMITTEE – ADDENDUM PUBLISHED 20 SEPTEMBER

Date: **Tuesday 24 September 2019**

Time: **7.00 pm**

Venue: **Committee Room (B6) - Lambeth Town Hall, Brixton, London, SW2 1RW**

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 Scarlett O'Hara, Councillor Malcolm Clark, Councillor Ben Kind, Councillor Joanne Simpson (Vice-Chair), Councillor Becca Thackray, Councillor Clair Wilcox (Chair) and Councillor Timothy Windle

Substitute Members

Councillor Liz Atkins, Councillor Jennifer Brathwaite, Councillor Marcia Cameron, Councillor Joe Corry-Roake, Councillor Nigel Haselden, Councillor Jessica Leigh, Councillor Marianna Masters, Councillor Jennie Mosley, Councillor Mohammed Seedat 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.

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Ward Councillors (details via the website www.lambeth.gov.uk or phone 020 7926 2131) may be contacted at their surgeries or through Party Group offices to represent your views to the Council: (Conservatives 020 7926 2213) (Labour 020 7926 1166).

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Map



AGENDA

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

	Page Nos.
6. Addendum	1 - 10

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ITEM 3		
<u>Hero of Switzerland</u>		
<u>19/01481/FUL</u>		
Page Number	Report Changes	Decision Letter Changes
5	<p>Amend the third paragraph of the executive summary as indicated in bold:</p> <p>The residential units would comprise of 7 8 x studio units, 4 x 1 bed units, 15 x 2 bed units and 8 x 3 bed units. The development would provide a total of six affordable housing units on site, of which four would be on an affordable rented tenure and two would be shared ownership. All units would exceed the minimum space standards as defined within the NDSS and would have access to a private amenity space. A communal amenity space and play area would be provided at roof level.</p>	No
6	<p>Amend paragraph 1.5 as indicated in bold:</p> <p>The site is not within a conservation area and is not within the vicinity of any listed buildings. The site sits within the 'King Henrys Mound to St Pauls Cathedral' protected vista (linear view 9) and the Brixton Panoramic and Norwood Park local views. Two protected vistas terminate shortly before reaching the application site: Parliament Hill Summit to Palace of Westminster and Parliament Hill Oak Tree to Palace of Westminster.</p>	No
15	<p>Correct numbered error within the officer response to the first item within Brixton Society's objection as indicated in bold:</p> <p>-The design is a gross over-development of the site and proposes a dramatic increase in height and bulk compared to the existing building</p> <p>[Officer comment – an assessment of the height is provided in paragraph 13.313.3.1 13.3.1]</p>	No
16	<p>Correct 'Reference source not found' within response to Helen Hayes MP's objection:</p> <p>-Height of the block will impact upon access to light for residents in surrounding blocks and the neighbouring park</p> <p>[Officer comment – an assessment of impacts upon daylight and sunlight is provided in section 15.2 of this report. The proposed development would not be considered to result in a materially harmful impact on the natural light afforded to existing properties]</p>	No

22	<p>Add paragraph 10.4 to read as follows:</p> <p>10.4 Pre-submission consultation</p> <p>10.4.1 Paragraph 40 of the NPPF advises that Local Planning Authorities should encourage applicants to engage with the local community before submitting their applications. It is not, however, mandatory for consultation with the local community to be undertaken nor is it mandatory for a developer to amend their proposals in line with feedback from residents.</p> <p>10.4.2 The applicant has submitted a statement of community involvement. This document sets out the consultation and engagement activities undertaken on behalf of the applicant prior to the submission of this application.</p> <p>10.4.3 In relation to stakeholder engagement, the applicant invited a number of groups to meet to discuss the scheme. This included LJAG, LEMB, CAMRA, Helen Hayes MP and ward councillors. The applicant's team also attended meetings with LJAG, LEMB and Cllr Anyanwu. Two public exhibition events were held locally with invitations sent to over 2,000 residential properties and nine commercial properties.</p> <p>10.4.4 The statement of community involvement advises that a number of revisions were made to the scheme following feedback from the local community. These included changes to the layouts of the proposed flats to prevent overlooking and the inclusion of a separate secondary entrance to the function room.</p>	No
60	<p>Amend paragraph 18.4.5 as indicated in bold:</p> <p>With regard to servicing, a dedicated loading bay is proposed to Loughborough Road. Currently, the pub does not benefit from a dedicated bay and servicing takes place from Featley Road at the rear. There is one delivery per week to the public house and this is not anticipated to intensify as a result of the proposed development. The applicant's transport consultant has advised that they would anticipate any additional deliveries associated with a potential enhanced food or drink offer would be consolidated within existing deliveries and so no additional trips would be generated. However, should there be an additional trip by a catering van, this would be accommodated within the loading bay that is to be provided on Loughborough Road.</p>	No

62	<p>Amend paragraph 18.5.8 as indicated in bold:</p> <p>The modelling provided indicates that there would likely be a maximum of 7 trips via underground and rail during the AM peak and 6 trips during the PM peak. Although the application site is closest to Loughborough Junction Station, in reality it is likely that residents will also use Brixton Underground station which is 1km away. Whilst it is acknowledged that both Loughborough Junction and Brixton Underground stations are particularly busy during peak hours, the additional trips that would be generated by the development are so minimal as to not have a material impact upon this. The modelling indicates that there would be 6 additional trips by bus during the AM peak and 4 during the PM peak. Again, this is not considered to result in a material impact upon the bus network when considered in the context of the number of routes and frequency of services. TfL have confirmed that the scheme is unlikely to have a detrimental impact on the public transport network. TfL have also confirmed that Loughborough Junction Station will receive an additional two trains per hour during the AM and PM peaks. These additional Thameslink services will be rolled out over the next year.</p>	No
73	Approved plans: correct the version number of the Energy Statement to Rev C and dated July 2019.	Yes

78	<p>Amend condition 24 as indicated in bold:</p> <p>Prior to the commencement of the use hereby permitted, details of waste and recycling storage for the development, including details of the disposal waste, fats and oils from the cooking process and details relating to how the bins will be moved from the stores to the collection points on collection day and how the bins will be returned after collection, shall be submitted to and approved in writing by the local planning authority. The waste and recycling storage shall be provided in accordance with the approved details prior to the commencement of the use hereby permitted, and shall thereafter be retained solely for its designated use. The use hereby permitted shall be operated in accordance with the approved details. The waste and recycling storage areas/facilities should comply with Lambeth's refuse and recycling storage design guide (2013).</p> <p>Reason: To ensure suitable provision for the occupiers of the development, to encourage the sustainable management of waste and to safeguard the visual amenities of the area (policies Q2 and Q12 of the London Borough of Lambeth Local Plan (2015)).</p>	Yes
78	<p>Revise the wording of condition 25 as indicated in bold:</p> <p>The measures within the approved Travel Plan Statement dated 25 June 2019 shall be implemented prior to the within three months of the first occupation of the residential units and shall be so maintained for the duration of the use.</p> <p>Reason: To ensure that the travel arrangements to the site are appropriate and to limit the effects of the increase in travel movements (Policy 6.3 of the London Plan 2015 and Policies T1 and T6 of the Lambeth Local Plan (2015)).</p> <p><i>[Note – this change is necessary as some measures within the travel plan statement are post occupation and could not be implemented prior to first occupation]</i></p>	Yes

79	<p>Correct the wording of condition 26 as indicated in bold:</p> <p>The cycle parking shown on the approved plans A1.201 (Rev GD) and A1.200 (rev B) shall be implemented in full prior to the commencement of each use hereby permitted, and shall thereafter be retained solely for its designated use.</p> <p>Reason: To ensure adequate cycle parking is available on site and to promote sustainable modes of transport (policies T1, T3 and Q13 of the London Borough of Lambeth Local Plan (2015)).</p>	Yes
80	<p>Revise condition 33 as indicated in bold:</p> <p>Customers are not permitted on the public house premises other than within the following times:</p> <p>[10:00] Hours to [00:30] Hours - Monday and Wednesday – Saturday Monday - Saturday [10:00] Hours to [23:30] Hours - Tuesday [10:00] Hours to [23:00] Hours - Sundays, Bank Holidays or Public Holidays.</p> <p>Reason: To protect the amenities of adjoining occupiers and the surrounding area (policy Q2 of the London Borough of Lambeth Local Plan (2015))</p>	Yes

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PLANNING APPLICATIONS COMMITTEE 24TH SEPTEMBER 2019
FIRST ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS

ITEM 3		
Application 18/01713/FUL– 1-7 Aytoun Road, Aytoun Court, Crowhurst House and 41-42 Norton House (Ferndale)		
Page Number	Report Changes	Decision Letter Changes
115	<p>Additional text. Further officer response is provided in relation to the objection that raised concern with regard to the extent of consultation that the applicant has undertaken:</p> <p>A statement of community involvement has been submitted as part of an appendix to the Design and Access Statement. The statement confirmed that A public exhibition of the proposals for the development of 1-7 Aytoun Road and Aytoun Court was held on two consecutive evenings in January 2018 at SW9's offices in Stockwell Walk. Letters inviting local residents to the exhibition were delivered to neighbouring buildings as follows: all flats in Goffton House, Flats 1-119 Crowhurst House, Flats 1-42 Norton House, Flats 1-20 Sidney Road, 22 Sidney Road SW9 0TS and 8-15 Sidney Road, SW9 0TP</p> <p>There were 4 attendees on Tuesday 23 January representing three households, Norton House and Moat House (both on Stockwell Park Estate) and Redmayne House on Sidney Road.</p> <p>No visitors attended the event on Wednesday 24 January.</p>	No
128	<p>Correction. Paragraph 12.16 to be amended as follows:</p> <p>In consideration of the ADF analysis, whilst theoretically, all habitable rooms should meet minimum ADF targets, in practical terms, it is not uncommon to have some isolated habitable rooms on larger development schemes not meeting ADF targets. A 'pass rate' of 94% is considered reasonable by officers for an urban development scheme.</p>	No
129	<p>Correction. Paragraph 12.26 to be amended as follows:</p> <p>With regards to Block B, units G.3, 1.1, 1.3, 1.4, 2.1,-2.2, 2.3, 2.4, 3.1, 3.3, 3.4, 4.1, 4.3 and 4.4 are all below the 10sqm minimum requirement for private amenity space. As such, there would be a 24.6sqm shortfall of private amenity space in total. However, the proposed rooftop communal amenity space is larger than 50sqm at 101sqm and as such the 24.6sqm shortfall can be made up by the larger rooftop communal amenity space which is in line with Policy H5 (b)(ii). In addition, all but 3 of these flats feature additional internal living space which is equivalent (or more) to the shortfall in each units respective amenity space.</p>	No

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129	<p>Additional table. The following table should be included after paragraph 12.26:</p> <table border="1" data-bbox="526 296 1834 818"> <thead> <tr> <th>Block B</th> <th>Unit Type</th> <th>Amenity space (Sq.m)</th> <th>Shortfall of Amenity space (Sq.m)</th> <th>Additional internal floor space</th> </tr> </thead> <tbody> <tr><td>Unit G.3</td><td>1B2P</td><td>9</td><td>1</td><td>16</td></tr> <tr><td>Unit 1.1</td><td>1B2P</td><td>7.2</td><td>2.8</td><td>9</td></tr> <tr><td>Unit 1.3</td><td>2B4P</td><td>9</td><td>1</td><td>2</td></tr> <tr><td>Unit 1.4</td><td>2B3P</td><td>7.9</td><td>2.1</td><td>2</td></tr> <tr><td>Unit 2.1</td><td>1B2P</td><td>7.2</td><td>2.8</td><td>3</td></tr> <tr><td>Unit 2.3</td><td>2B3P</td><td>9</td><td>1</td><td>1</td></tr> <tr><td>Unit 2.4</td><td>1B2P</td><td>7.9</td><td>2.1</td><td>2</td></tr> <tr><td>Unit 3.1</td><td>1B2P</td><td>7.2</td><td>2.8</td><td>3</td></tr> <tr><td>Unit 3.3</td><td>2B4P</td><td>9</td><td>1</td><td>1</td></tr> <tr><td>Unit 3.4</td><td>1B2P</td><td>7.9</td><td>2.1</td><td>2</td></tr> <tr><td>Unit 4.1</td><td>1B2P</td><td>7.2</td><td>2.8</td><td>3</td></tr> <tr><td>Unit 4.3</td><td>2B4P</td><td>9</td><td>1</td><td>1</td></tr> <tr><td>Unit 4.4</td><td>2B3P</td><td>7.9</td><td>2.1</td><td>0</td></tr> </tbody> </table>	Block B	Unit Type	Amenity space (Sq.m)	Shortfall of Amenity space (Sq.m)	Additional internal floor space	Unit G.3	1B2P	9	1	16	Unit 1.1	1B2P	7.2	2.8	9	Unit 1.3	2B4P	9	1	2	Unit 1.4	2B3P	7.9	2.1	2	Unit 2.1	1B2P	7.2	2.8	3	Unit 2.3	2B3P	9	1	1	Unit 2.4	1B2P	7.9	2.1	2	Unit 3.1	1B2P	7.2	2.8	3	Unit 3.3	2B4P	9	1	1	Unit 3.4	1B2P	7.9	2.1	2	Unit 4.1	1B2P	7.2	2.8	3	Unit 4.3	2B4P	9	1	1	Unit 4.4	2B3P	7.9	2.1	0	No
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135	<p>Additional text. The following paragraph should be included in section 16 Transport, after paragraph 16.2:</p> <p><u>Impacts on public transport network</u></p> <p>The transport statement provided in support of the application models the predicted impact on the transport network. The modelling for the residential units has been undertaken using TRICS outputs and Census 2011 data which is considered to be suitably robust means for determining the likely number of trips that would be generated by a proposed development.</p> <p>The modelling provided indicates that there would likely be a maximum of 9 two-way total trips during the AM peak and 7 during the PM peak hour when all modes of transport are considered. When considering trips via underground and rail, this would equate to 3 trips during the AM peak hour and 3 trips during the PM peak hour. Stockwell Underground Station is located approximately 650m from the site and Brixton Underground and Rail Station is located approximately 750m from the site. It is considered that the additional trips that would be generated by the proposed development are so minimal as to not have a material impact to these stations. The modelling also indicates that there would be 3 additional</p>	No																																																																						

PLANNING APPLICATIONS COMMITTEE 24TH SEPTEMBER 2019
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	trips by bus during the AM peak and 3 during the PM peak. This is also not considered to result in a material impact upon the bus network, when considered in the context of the number of routes and frequency of services.	
149	<p>Amendment. Condition 12 has been updated as follows:</p> <p>The refuse storage and recycling facilities shall be provided, in accordance with the approved details as shown on drawing PL101 Rev P2 and Waste Management Strategy (September 2019), prior to the first occupation of the development hereby permitted and shall thereafter be retained as such for the duration of the permitted use, unless the prior written approval of the local planning authority is obtained to any variation.</p> <p>Reason: To ensure that adequate provision is made for the storage of refuse and the provision of recycling facilities on the site, in the interests of the amenities of the area. (Policies Q2 and Q12 of the London Borough of Lambeth Local Plan (2015)).</p>	Yes

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