



## PLANNING APPLICATIONS COMMITTEE – ADDENDUM PUBLISHED 29 NOVEMBER

Date: **Tuesday 3 December 2019**

Time: **7.00 pm**

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

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### Members of the Committee

Councillor Scarlett O'Hara, Councillor Malcolm Clark, Councillor Nicole Griffiths, Councillor Ben Kind, Councillor Joanne Simpson (Vice-Chair), 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](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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## Map



## AGENDA

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

	<b>Page Nos.</b>
6. Addendum	1 - 22

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**ITEM 2**  
**Lansdowne Wood Close**  
**18/03492/FUL**

Page Number	Report Changes	Decision Letter Changes		
14	<p>Amend response within objection table as indicated in bold:</p> <table border="1" data-bbox="360 467 1514 823"> <tr> <td data-bbox="360 467 927 823">Emergency vehicles would not be able to access far enough down the close.</td> <td data-bbox="927 467 1514 823">Emergency access would be no different from existing – the width of the close will not change. Parking will be restricted as a planning obligation to prevent obstructions to emergency and other service vehicles. <b>Access for emergency vehicles is controlled through the Building Regulations which requires a minimum road width of 3.7m. Lansdowne Wood Close has a road width of approx. 5m.</b></td> </tr> </table>	Emergency vehicles would not be able to access far enough down the close.	Emergency access would be no different from existing – the width of the close will not change. Parking will be restricted as a planning obligation to prevent obstructions to emergency and other service vehicles. <b>Access for emergency vehicles is controlled through the Building Regulations which requires a minimum road width of 3.7m. Lansdowne Wood Close has a road width of approx. 5m.</b>	No
Emergency vehicles would not be able to access far enough down the close.	Emergency access would be no different from existing – the width of the close will not change. Parking will be restricted as a planning obligation to prevent obstructions to emergency and other service vehicles. <b>Access for emergency vehicles is controlled through the Building Regulations which requires a minimum road width of 3.7m. Lansdowne Wood Close has a road width of approx. 5m.</b>			

24

Insert missing image (figure 8)

No

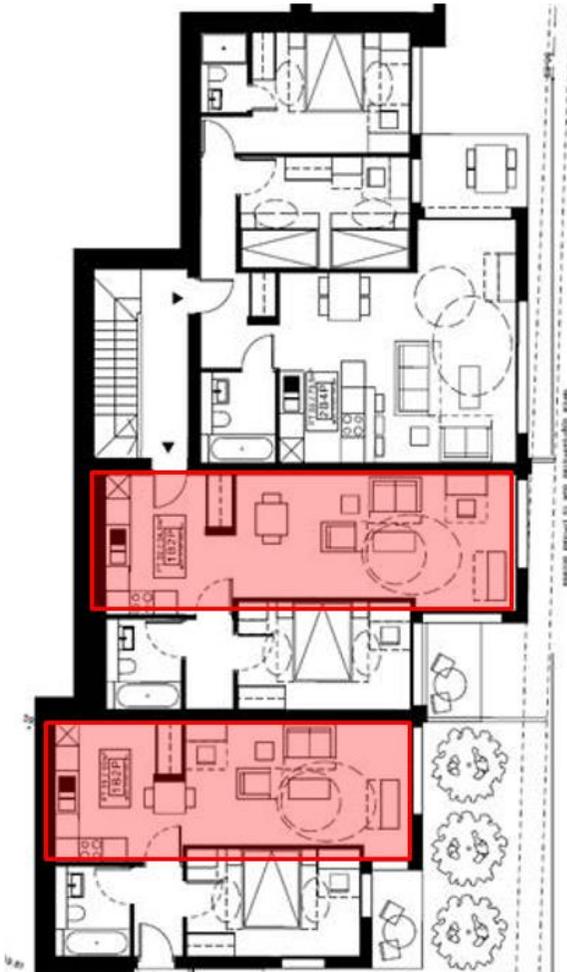


Figure 9 - lower ground floor (refused scheme)

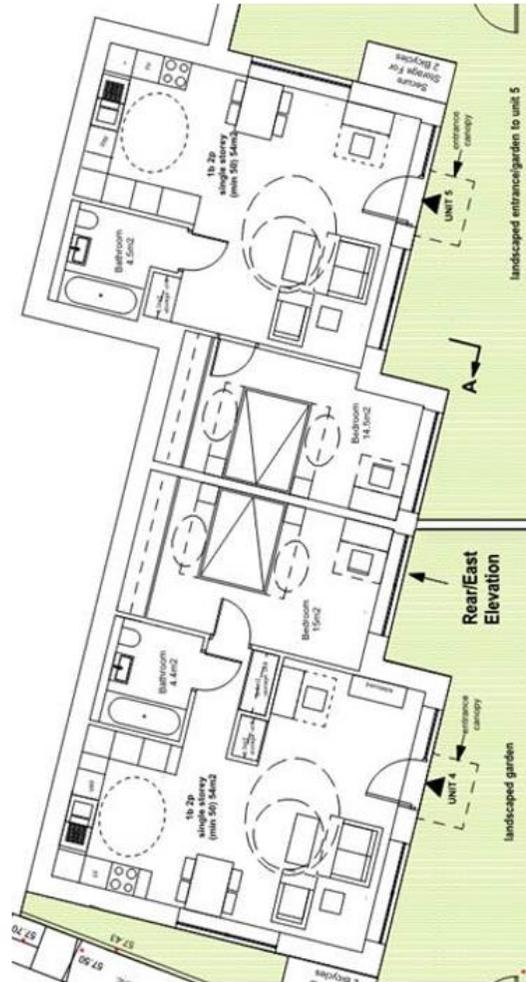


Figure 8 - lower ground floor as now proposed

33	<p>Amend section 16.1 as indicated in bold:</p> <p>16.1 <u>Refuse and recycling</u></p> <p>16.1.1 The application site currently accommodates an informal refuse store for 46 <b>8</b> properties along the eastern side of Lansdowne Wood Close. The refuse store is not enclosed, is insufficient in size and comprises only of a raised area of hardstanding on which bins are stored which has led to residents also storing bins on the pedestrian footpath. During the officer's site visit, it was observed that each of the 46 properties <b>along Lansdowne Wood Close</b> appear to have 1 x 140l refuse bin and 1 x 140l recycling bin. <b>Clarification on refuse arrangements has been sought from the applicant and a response was received on the 28<sup>th</sup> November following the publication of the committee report. It is understood that the 8 existing lower ground floor properties use the existing refuse storage area with all other units storing their bins adjacent to their front door. It is proposed to provide a dedicated refuse and recycling store to serve the 8 existing lower ground floor properties and the 5 proposed properties. The refuse and recycling store would therefore provide for 13 properties. As currently proposed, the store would accommodate 6 x 240l refuse bins and 6 x 240l recycling bins. The Council's Refuse and Recycling Design Guide requires provision for 90l of refuse and 55l of recycling per unit and the store would exceed this requirement. Full details of the refuse and recycling storage will be secured by condition 19.</b></p> <p><del>Clarification on refuse arrangements has been sought from the applicant but has not been forthcoming. It is proposed to provide a dedicated refuse and recycling store to serve all 16 properties to the east of Lansdowne Wood Close along with the 5 additional properties that would be delivered by this development. The refuse and recycling store would therefore provide for 21 properties. As currently proposed, the store would accommodate 6 x 240l refuse bins and 6 x 240l recycling bins. The Council's Refuse and Recycling Design Guide requires provision for 90l of refuse and 55l of recycling per unit. As currently proposed, the storage would fall short of this requirement by 165l. However, officers are satisfied that there is sufficient space to accommodate the full provision of refuse and recycling storage and that this could be achieved by utilising higher capacity bins. Full details of the refuse and recycling storage will be secured by condition <b>Error!</b></del></p> <p><del>Reference source not found..</del></p>	No
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40	<p>Insert additional condition to read as follows:</p> <p>22. The development hereby approved shall be undertaken in full accordance with the mitigation measures contained within the approved Arboricultural Method Statement prepared by Syntegra Consulting (dated January 2019).</p> <p>Reason: To ensure the retention of, and avoid irrevocable damage to, the retained trees on and adjacent to the site that represent an important visual amenity to the locality and the wider surrounding area (policies 7.21 of the London Plan (2015) and Q10 of the Lambeth Local Plan (2015)).</p>	Yes
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**PLANNING APPLICATIONS COMMITTEE 3RD DECEMBER 2019**  
**FIRST ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS**

<b>ITEM 3</b>		
<b>Application 19/02719/FUL – Territorial Army Centre, 73 Kings Avenue, SW4 8DX (Brixton Hill)</b>		
<b>Page Number</b>	<b>Report Changes</b>	<b>Decision Letter Changes</b>
66	<p>Lambeth Education comments have been included within the Internal Consultee section at para 7.2:</p> <p><b>The proposed sixth form will benefit Lambeth and would provide the following advantages:</b></p> <ul style="list-style-type: none"> <li>• <b>Will attract students from PAN London and not just Lambeth students</b></li> <li>• <b>Will provide an academic and relevant curriculum to support modern day needs in employment</b></li> <li>• <b>Will entice more young people to stay in Lambeth and help maintain improving academic standards</b></li> <li>• <b>The local community will benefit from having more skilled young people</b></li> <li>• <b>Hopefully there can be collaboration with other local schools.</b></li> </ul>	None
67	<p>An additional representation has been received from Councillor Adrian Garden which states as follows:</p> <p><b>Although I welcome a sixth form college in the area, this location is not suitable because of its size and its implications for road safety:</b></p> <p>1. There are already two schools within 125m of the site - the Iqra Primary less than 25m away and the Kings Avenue Primary at around 125m. The micro environment already has to deal with large number of pick-ups and drop-offs for these schools, with additional traffic and erratic parental parking including driveway blocking. An additional school, albeit for more mature students, will only add to this issue. It is clearly imprudent to add a substantial additional school to an area which already has two in such close proximity. A third school is also under construction around half a mile away towards Brixton Hill as well. A more even spread of schools would limit the impact on any one area.</p> <p><b>Planning Officer Response:</b> The trip generation calculations within the submitted Transport statement state that only 5% of students will be driven to the site. It is considered that this additional parking demand can be absorbed into the transport network and would not have an undue impact in terms of increase in road traffic on the capacity of the local transport network.</p> <p><b>The proposed development is car free and anyone driving to the site will have to abide by the existing restrictions on local roads.</b></p>	None

**PLANNING APPLICATIONS COMMITTEE 3RD DECEMBER 2019**  
**FIRST ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS**

	<p>2. The proposed academy is to provide education for 600 students. A site of this limited size will not be able to support such a number. The plans themselves show only minimal outside areas for the young adults who will be using the site. The upshot is likely to be large numbers of students outside the Academy on the streets, which themselves are also limited in their size. There is simply nowhere for so many people to go. The scale of likely issues with traffic and people on the street will be substantially magnified and will have a significant and negative impact on the immediate area. By contrast, other sixth form institutions in the area have either a larger site footprint (with more outdoor space on site), and/or substantial open areas nearby for overflow of pupils (Lambeth College and Lambeth Academy) which can handle large numbers of pupils. The Kings Avenue site is simply not suitable.</p> <p>Planning Officer Response: The response to the above objection is provided in the main body of the committee report (see sections 11 and 13)</p> <p>3. The traffic on Kings Avenue is unsafe to support an additional 600 pupils from a new institution. The two-lane traffic lights at the junction with Crescent Lane serve as a drag strip in both directions, in spite of existing traffic calming measures and the 20mph speed limit. The open and straight nature of the road with two lanes at the lights encourages drivers to race away in an effort to pass other vehicles ahead of the bus lane. The road is not safe for 600 more young lives to be risked.</p> <p>Planning Officer Response: In terms of road safety, it is advised that during the most recent 5 year period a total of 4 personal injury accidents were recorded within the accident analysis study area. The accident analysis study area includes the road network immediately surrounding the site (see section 2.6 of the submitted Transport Assessment).</p> <p>All 4 recorded accidents were slight. The number, type and circumstances of the accidents do not suggest that there are any existing road safety issues within the accident analysis study area.</p> <p>4. I cannot see that the plans include additional zebra crossings in the vicinity</p> <p>Planning Officer Response: No additional zebra crossings are proposed</p> <p>5. You do not seem to have taken the opportunity to link with community groups in the area such as:</p> <ul style="list-style-type: none"> <li>a. Blenheim Gardens Residents Management organisation</li> <li>b. Friends of Windmill Gardens</li> <li>c. Clapham Youth Centre on Lyham Road</li> </ul>	
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**PLANNING APPLICATIONS COMMITTEE 3RD DECEMBER 2019**  
**FIRST ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS**

	<b>Planning Officer Response: All local amenity groups within the Brixton Hill ward have been consulted in line with the Council's Statement of Community Involvement (2015)</b>	
101	<p>Amendment. Paragraph 16.22 has been amended as follows:</p> <p>Furthermore, officers can confirm that following several site visits, it is noted that the existing parking bays on Prague Place are underutilised during the day. As such, the reduction in the number of existing on-street parking bays to accommodate the new loading bay would not amount to an increase in the demand for parking spaces during the daytime. <b>It is noted that these spaces are more widely used outside of business hours and as such a parking survey has also been undertaken which shows that the average parking stress level within the immediate area is 57% and as such there is sufficient on street parking capacity. The survey also shows that there were 2-3 parking spaces available on Prague Place during the surveys. As such, the loss of car parking spaces can be absorbed within the surrounding road network.</b> <del>It is noted that these spaces are more widely used outside of business hours, however as both the loading bay and the new accessible parking bay will be available for anyone to use, the existing on-street parking provision would remain.</del></p>	None

**PLANNING APPLICATIONS COMMITTEE 3RD DECEMBER 2019**  
**FIRST ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS**

102	<p>Amendment. Paragraph 16.31 has been amended as follows:</p> <p><u>Public transport impact assessment</u></p> <p>Transport for London (TfL) Buses have requested a financial contribution of £375, 000 to be secured via a section 106 legal agreement to be paid over a five year period for an additional bus on the 355 route to deal with capacity issues especially in the am peak. The proposed sixth form is more than a 10 minute walk from the nearest London Underground Station at Clapham North, and as such the majority of journeys will be on the 137, 355 and 417 bus routes. The 355 northbound route is at capacity in the am peak hours, therefore the additional trips generated from this development would result in these routes being over capacity.</p> <p>The applicant has agreed <b>to a financial contribution of £375,000</b> <del>in principle to a financial contribution</del> being made towards an additional bus on the 355 route <b>or similar route.</b> <del>however the final amount of the contribution is subject to on-going discussions with TfL buses to ensure that the final financial contribution is truly related to evidenced demand for new buses. The final contribution will be agreed prior to the Planning Applications Committee Meeting and will be reported by way of addendum.</del></p>	None
102/203	<p>Amendment. Paragraph 16.34 has been amended as follows:</p> <p>Secured by planning obligations:</p> <ul style="list-style-type: none"> <li>• Travel plan and monitoring fee of £5,300</li> <li>• Teacher parking permit restrictions</li> <li>• Re-instatement of a continuous footway at the existing access point via s278 agreement</li> <li>• <b>A £375,000</b> financial contribution towards additional bus services / capacity. <del>The final contribution is subject to on-going discussions and will be reported by way of addendum.</del></li> <li>• Financial contribution towards the delivery of 1 disabled parking space, 1 loading bay and any other re-located on street parking bays. The final contribution is subject to on-going discussions and will be reported by way of addendum.</li> </ul>	None

**PLANNING APPLICATIONS COMMITTEE 3RD DECEMBER 2019**  
**FIRST ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS**

106	<p>Amendment. Paragraph 20.3 has been amended as follows:</p> <p>The proposed obligations to be secured through the S106 Agreement are as follows:</p> <table border="1" data-bbox="470 352 1749 1114"> <thead> <tr> <th data-bbox="470 352 1111 387">Item</th> <th data-bbox="1111 352 1749 387">Details</th> </tr> </thead> <tbody> <tr> <td data-bbox="470 387 1111 464"><b>Employment and Skills</b></td> <td data-bbox="1111 387 1749 464"> <ul style="list-style-type: none"> <li>• Employment and Skills Plan for the construction phase only</li> </ul> </td> </tr> <tr> <td data-bbox="470 464 1111 1038"><b>Transport</b></td> <td data-bbox="1111 464 1749 1038"> <ul style="list-style-type: none"> <li>• Travel Plan and monitoring fee of £5, 300</li> <li>• Teacher parking permit restrictions</li> <li>• Re-instatement of a continuous footway at the existing access point via s278 agreement</li> <li>• <b>A £375,000</b> financial contribution towards additional bus services / capacity. <del>The final contribution is subject to on-going discussions and will be reported by way of addendum.</del></li> <li>• Financial contribution towards the delivery of 1 disabled parking space, 1 loading bay and any other re-located on street parking bays. The final contribution is subject to on-going discussions and will be reported by way of addendum.</li> </ul> </td> </tr> <tr> <td data-bbox="470 1038 1111 1114"><b>Monitoring</b></td> <td data-bbox="1111 1038 1749 1114"> <ul style="list-style-type: none"> <li>• Legal and monitoring costs = up to 5% of total s106 contributions</li> </ul> </td> </tr> </tbody> </table>	Item	Details	<b>Employment and Skills</b>	<ul style="list-style-type: none"> <li>• Employment and Skills Plan for the construction phase only</li> </ul>	<b>Transport</b>	<ul style="list-style-type: none"> <li>• Travel Plan and monitoring fee of £5, 300</li> <li>• Teacher parking permit restrictions</li> <li>• Re-instatement of a continuous footway at the existing access point via s278 agreement</li> <li>• <b>A £375,000</b> financial contribution towards additional bus services / capacity. <del>The final contribution is subject to on-going discussions and will be reported by way of addendum.</del></li> <li>• Financial contribution towards the delivery of 1 disabled parking space, 1 loading bay and any other re-located on street parking bays. The final contribution is subject to on-going discussions and will be reported by way of addendum.</li> </ul>	<b>Monitoring</b>	<ul style="list-style-type: none"> <li>• Legal and monitoring costs = up to 5% of total s106 contributions</li> </ul>	None
Item	Details									
<b>Employment and Skills</b>	<ul style="list-style-type: none"> <li>• Employment and Skills Plan for the construction phase only</li> </ul>									
<b>Transport</b>	<ul style="list-style-type: none"> <li>• Travel Plan and monitoring fee of £5, 300</li> <li>• Teacher parking permit restrictions</li> <li>• Re-instatement of a continuous footway at the existing access point via s278 agreement</li> <li>• <b>A £375,000</b> financial contribution towards additional bus services / capacity. <del>The final contribution is subject to on-going discussions and will be reported by way of addendum.</del></li> <li>• Financial contribution towards the delivery of 1 disabled parking space, 1 loading bay and any other re-located on street parking bays. The final contribution is subject to on-going discussions and will be reported by way of addendum.</li> </ul>									
<b>Monitoring</b>	<ul style="list-style-type: none"> <li>• Legal and monitoring costs = up to 5% of total s106 contributions</li> </ul>									
105 and 118	<p>Additional text. The following paragraphs should be included under paragraph 18.10</p> <p><b><u>Fire Safety</u></b></p> <p><b>Emerging London Plan policy D3 (Inclusive design) requires proposals to set out how access and inclusion will be maintained and managed, including fire evacuation procedures. Policy D11 (Fire safety) states that all development proposals must achieve the highest standards of fire safety. Whilst fire safety is currently dealt with under Building Control legislation, the Planning process acts as a ‘gateway’ to the consideration of the issue and we seek to ensure that appropriate consideration has been given.</b></p>	New condition 38 to be added.								

**PLANNING APPLICATIONS COMMITTEE 3RD DECEMBER 2019**  
**FIRST ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS**

	<p>The applicant's fire consultant has provided information in relation to Policy D11 (part b) of DLP, comprising confirmation that the construction details and products would comply with relevant recommendations for flammability, fire resistance and construction methodology; appropriate means of escape are proposed for the site; fire service access would be provided on three elevations for the site; emergency vehicle access would also be provided to two elevations. This information was reviewed by the council's Building Control Team and they advised that the building design would in principle fulfil building regulation standards. The Building Control Team also advised that development would be subject to a full and detailed review when a building regulation application is submitted to the nominated Building Control Body. They also recommended a fire statement is secured through a planning condition for a more detailed response at a later stage.</p> <p>Given the emerging weight in the planning process for fire safety, including Draft Policy D11 (Fire safety) of the New London Plan, a condition would be applied to any planning approval requiring a Fire Statement produced by an independent third party (Condition 38). It would be required to detail the building's construction, methods, products and materials used; the means of escape for all building users including those who are disabled or require level access together with the associated management plan; access for fire service personnel and equipment; ongoing maintenance and monitoring and how provision would be made within the site to enable fire appliances to gain access to the building. The submitted details would be assets by the Council's Building Control department.</p> <p><b><u>Condition 38 (Fire Statement)</u></b></p> <p>No above ground new development shall commence in until a Fire Statement has been submitted to and approved in writing by the Local Planning Authority. The Fire Statement shall be produced by a suitably competent and qualified person which shall detail the building's construction, methods, products and materials used; the means of escape for all building users including those who are disabled or require level access together with the associated management plan; access for fire service personnel and equipment; ongoing maintenance and monitoring and how provision will be made within the site to enable fire appliances to gain access to the building. The relevant Phase of the development shall be carried out in accordance with the approved details, and to the satisfaction of current Building Regulations.</p> <p><b>Reason:</b> In order to provide a safe and secure development in accordance with Policy D11 of the Draft London Plan (2019).</p>	
111	Amendment. Condition 5 has been updated as follows:	Condition 5 to be updated

**PLANNING APPLICATIONS COMMITTEE 3RD DECEMBER 2019**  
**FIRST ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS**

	<p>Any works of demolition and/or construction shall be undertaken in accordance with the Construction and Environmental Management Plan Issue Rev 0 dated July 2019 prepared by Kier. The works shall be carried out in accordance with these measures unless the written consent of the Local Planning Authority is granted for any variation.</p> <p>Reason: To avoid hazard and obstruction being caused to users of the public highway and to safeguard residential amenity during the whole of the construction period. (Policies T6 and Q2 of the Lambeth Local Plan (2015)).</p>	
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**PLANNING APPLICATIONS COMMITTEE 29<sup>TH</sup> NOVEMBER 2019**  
**FIRST ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS**

Page Number	Report Changes	Decision Letter Changes
<b><u>ITEM 4</u></b> <b><u>Applications 19/01304/FUL &amp; 19/01305/LB – 8 Albert Embankment</u></b>		
Page 134, 'Non-Residential Details' Table	<u>Amendments to report</u>  <u>Revisions to 'Non-Residential Details' table figures</u> <ul style="list-style-type: none"> <li>• <u>Existing Fire Station &amp; associated buildings (Sui Generis)</u> – replace '18,000sqm' with '17,714sqm'.</li> </ul>	No
Page 135, 'Residential Details' Table	<u>Revisions to 'Residential Details' table figures</u> <ul style="list-style-type: none"> <li>• Within <u>Proposed On-Site under Social Rented</u>, amend number of 1 bedroom units from '46' to '0'.</li> </ul>	No
Page 138, Paragraph 1.1, fourth line	<u>Amendments to Report</u> <ul style="list-style-type: none"> <li>• Replace '18,000sqm' with '17,714sqm' (Existing floorspace figure)</li> </ul>	No
Page 137, sixth bullet point 3, second line	Replace '1,900sqm' with '2,084sqm' (public realm figure)	No
Page 142, Paragraph 2.1, second line	<ul style="list-style-type: none"> <li>• Replace '24,000sqm' with '25,015sqm' (Total non-residential floorspace figure)</li> </ul>	No
Page 144, Paragraph 2.5, third line	<ul style="list-style-type: none"> <li>• Before 'Obelisk' insert 'relocation of'.</li> </ul>	No
Page 144, Paragraph 4.2	<ul style="list-style-type: none"> <li>• Amend paragraph 4.2 to read as follows:   '<i>The proposal was considered at the pre-application stage on 27<sup>th</sup> June 2017 and again on 27<sup>th</sup> June 2018 by Strategic Panel where an initial steer was given. The original applications were also</i></li> </ul>	No

**PLANNING APPLICATIONS COMMITTEE 29<sup>TH</sup> NOVEMBER 2019**  
**FIRST ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS**

	<p><i>presented at a Technical Briefing on 24<sup>th</sup> June 2019 with the amended applications being presented to a further Technical Briefing on 11<sup>th</sup> November 2019 in order to provide more detailed information about the scheme in advance of PAC’.</i></p>	
<p>Page 147, Paragraph 6.2.1, second bullet point ‘Urban design:’, second line</p>	<ul style="list-style-type: none"> <li>• After ‘supported.’ insert:   <i>‘A Daylight and Sunlight Overview Report has been produced to consider and compare the daylight/sunlight impacts of the proposal to the Appeal scheme. This shows significant improvements to key windows and rooms surrounding the development site, with the most noticeable improvements at Whitgift House and 2 Whitgift Street. Although the proposed 26 and 24 storey buildings are taller than the 15 and 13 storey buildings proposed as part of the Appeal scheme; they are of a slender diamond-plan, which allows greater sunlight and daylight penetration to the existing residential buildings on Whitgift Street, compared to the ‘slab’ blocks of the Appeal scheme. The top two storeys of the proposed five storey residential terrace are also set-back along the length of Whitgift Street, which allows greater daylight/sunlight penetration to neighbouring residential properties.</i></li> </ul> <p><i>The very limited daylight and sunlight losses to adjoining properties is acknowledged; however, GLA officers consider that these impacts will not cause unacceptable harm to amenity or result in unacceptable living conditions, in accordance with London Plan and draft London Plan policies. Notwithstanding this, given the context and highly accessible location within central London, an appropriate balance needs to be struck with the benefits provided, as acknowledged in the Housing SPG and BRE guidance. As summarised under ‘Historic environment, World Heritage Site and strategic views’ below, these benefits are significant and are considered to outweigh this issue.</i></p> <p><i>It is also noted that the location within the Central Activities Zone, and an Opportunity Area with excellent public transport connections, in a context of existing and consented tall buildings, supports higher densities. The proposed density is supported.</i></p> <p><i>The architectural approach for the hotel extension, Whitgift Street terrace, Office Building, and the Newport Street Building is based on a brick grid composition with large recessed openings, and bays and set-backs to reduce the mass of the buildings. Tones of brick reflect the surrounding context, either matching the listed former Headquarters Building or the listed Southbank Building. The curved elevation to the Newport Street Building responds positively to the corner with Black Prince Road, creating a generous footway and softening the impact of the massing.</i></p>	<p>No</p>

**PLANNING APPLICATIONS COMMITTEE 29<sup>TH</sup> NOVEMBER 2019**  
**FIRST ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS**

	<p><i>The elevations of the two tall buildings on the central parcel are formed of glazing and muted grey infill panels, which respond to LVMF view requirements (as discussed below). The plan of the buildings creates very slender massing in some views, with expanding massing as views are rotated; however, the greater massing in some views is mitigated to a certain degree by the lightness of the cladding materials.</i></p> <p><i>The character of the area is evolving and now includes a number of tall buildings of similar height to those proposed. Furthermore, the tall slender massing is partly a response to local daylight/sunlight amenity concerns and both tall buildings are below the maximum height of 90 metres identified in the VNEB OAPF. The height and massing is supported in relation to heritage assets and LVMF views, and the architecture is considered to be of a high quality. In line with draft London Plan Policy D2, the Council should consider conditioning the ongoing involvement of the applicant’s design team to ensure design quality’ (GLA’s comments on Climate Change).</i></p>	
<p>Page 147, Paragraph 6.2.2, third line</p>	<ul style="list-style-type: none"> <li>• After ‘Stage II’ insert ‘and officers consider that the climate change matters raised have now been addressed’ (GLA’s comments on Climate Change).</li> </ul>	<p>No</p>
<p>Page 149, Paragraph 6.2.2,</p>	<p><u>Additional Conditions</u></p> <ul style="list-style-type: none"> <li>• <u>LBL EHST Noise Pollution</u> has recommended the following two additional conditions in relation to the planning application (19/01304/FUL):</li> </ul> <p><u>Noise Mitigation and Control for Noise Generating Uses</u></p> <p>43 <i>Prior to the commencement of the use of the development hereby permitted, a scheme of noise assessment and scheme of mitigation must be undertaken and shall be submitted to and approved in writing by the Local Planning Authority to ensure that the noise impacts from all A4 and D2 uses shall be suitably mitigated and that the spaces shall be suitably ventilated to enable effective delivery of the proposed scheme. A suitably qualified independent person must undertake all work and the scheme of mitigation. The scheme shall ensure that operational noise levels from the commercial use do not exceed NR25 within potentially adversely affected residential or other noise sensitive locations during typical activities. The scheme must include details of stages of validation during the construction phase and a post construction scheme of validation and measurement to demonstrate substantive compliance. Details of the post construction validation shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.</i></p>	<p>Yes</p>

**PLANNING APPLICATIONS COMMITTEE 29<sup>TH</sup> NOVEMBER 2019**  
**FIRST ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS**

	<p><i>Reason: To protect the amenities of adjoining occupiers and the surrounding area (policy Q2 of the London Borough of Lambeth Local Plan (2015)).</i></p> <p><u>Venue Management</u></p> <p>44 <i>Prior to commencement of the use of a unit to be used for Class A4 or D2 use, a scheme of noise control and Patron Management shall be submitted to and approved in writing by the local planning authority. The scheme shall be written by a suitably qualified person and shall specify but not be limited to;</i></p> <p><i>i. The noise level at which amplified music will be played;</i>  <i>ii. The control measures that will be used;</i>  <i>iii. The frequency with which live music shall be played; and</i>  <i>iv. Details of the complaint recording and management plan.</i></p> <p><i>The development shall be carried out in accordance with the approved details.</i></p> <p><i>Reason: To protect the amenities of adjoining occupiers and the surrounding area (policy Q2 of the London Borough of Lambeth Local Plan (2015)).</i></p>	
<p>Page 151, Paragraph 6.3.10</p>	<p><u>Amendments to report</u></p> <ul style="list-style-type: none"> <li>• Paragraph 6.3.10 – Replace the <u>Whitgift Estate Tenant Residents Association’s response</u> with the following:</li> </ul> <p><i>‘Object to the proposal for the following reasons:</i></p> <ul style="list-style-type: none"> <li>• <i>No engagement meeting with the TRA by the developer U+I until January 2019 (post design) after which they would not change and in some cases not even discuss our objections to the 24 &amp; 26 storey towers;</i></li> <li>• <i>No co-designing, no co-planning, no negotiation on towers with the TRA, only 3 general exhibitions in 3 years;</i></li> <li>• <i>Whitgift House was built alongside the Fire Brigade HQ complex and has stood side by side for over 70 years;</i></li> <li>• <i>Whitgift Estate is no different to other north Lambeth estates like China Walk or Vauxhall Gardens (as referenced in the Planning Inspectors decision in May 2013);</i></li> <li>• <i>North of Black Prince Road is the historic quarter - the original site of Lambeth village with a distinct character;</i></li> </ul>	<p>No</p>

**PLANNING APPLICATIONS COMMITTEE 29<sup>TH</sup> NOVEMBER 2019**  
**FIRST ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS**

	<ul style="list-style-type: none"> <li>• <i>Density, massing does not reflect the local character or protect the heritage of Grade 2 listed buildings, proximity to Lambeth Palace, Westminster World Heritage Site and conservation area;</i></li> <li>• <i>Damage to heritage including the loss of the clear silhouette of the Fire Brigade HQ (protected by planning policy);</i></li> <li>• <i>Loss of KIBA land;</i></li> <li>• <i>Completely unacceptable loss of sun and daylight across our estate including Old Paradise Gardens.</i></li> <li>• <i>This is an historic area, the original site of Lambeth village, it has a distinctly different characteristic to the front of Albert Embankment and is recognised as a character area in its own right except by the London Fire Brigade and U+I who seek to make substantial profits, whilst imposing excessive losses of amenity to the existing community. The losses of daylight on Whitgift House alone are up to 40%, twice the BRE benchmark which is totally unacceptable.</i></li> <li>• <i>The potential addition of around 800- 1000 new residents, potentially 2500 additional people on site is not catered for by new amenities, in fact the development degrades existing amenities with overshadowing, additional traffic and additional parking for coaches and deliveries - using what are existing narrow roads that already meet congested junctions.</i></li> <li>• <i>The Lambeth Local Plan 2015 took on board both the failed 2011 planning application and the Appeal decision of 2013. It went through the rigours of a planning inquiry at which substantial evidence was presented. For Lambeth not to uphold its own policy on this site is a betrayal of the local community’.</i></li> </ul>	
<p>Page 151, Paragraph 6.3.13 (new paragraph)</p>	<p><u>Additional consultation response</u></p> <ul style="list-style-type: none"> <li>• After Paragraph 6.3.12, insert the following new paragraph:  <i>‘Skyline Campaign</i></li> </ul> <p>6.3.13 <i>Objection to the proposals on the grounds the two proposed bland and characterless towers on the skyline will be enormous, infilling gaps between buildings, soaring above much lower traditional architecture, and appearing unwanted in views from surrounding conservation areas, Lambeth Palace, Victoria Tower Gardens, Westminster Bridge, and the Tate Gallery, to mention only a few; the proposal is mediocre to say the best, does not relate in any way to context, or to the grain of local streets and public spaces; and the development is WRONG for London, WRONG for Lambeth, and WRONG for the skyline’.</i></p>	<p>No</p>

**PLANNING APPLICATIONS COMMITTEE 29<sup>TH</sup> NOVEMBER 2019**  
**FIRST ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS**

Page 154, Paragraph 6.4.6, first line	<p><u>Amendments to report</u></p> <ul style="list-style-type: none"> <li>• Replace '2,076' with '2,177' (signature number on petition).</li> </ul>	No
Page 154, Paragraph 6.4.6, second line	<ul style="list-style-type: none"> <li>• Delete '<i>No reasons for the objection have been given on the petition</i>' and replace with '<i>on the grounds that the planned development would:</i>' <ul style="list-style-type: none"> <li>• <i>Damage the integrity of a Grade-II listed building (the old Headquarters of the London Fire Brigade);</i></li> <li>• <i>Ruin a historic village and its daily functioning;</i></li> <li>• <i>Block residents' access to light;</i></li> <li>• <i>Blight the Garden Museum's community work;</i></li> <li>• <i>Overshadow the community's park; and</i></li> <li>• <i>Defy local planning policy by building residential tower blocks in a Key Industrial Business Area'.</i></li> </ul> </li> </ul>	No
Page 154, Paragraph 6.4.4, second line	<p><u>Additional consultation responses</u></p> <ul style="list-style-type: none"> <li>• <u>12 additional objections</u> have been received raising the following additional concern: <ul style="list-style-type: none"> <li>○ '<i>Historic England's comments have been misrepresented in the committee report</i>'.</li> </ul> </li> <li>• <u>1 additional support</u> response has been received raising the following additional point: <ul style="list-style-type: none"> <li>○ '<i>The area is in dire need of regeneration and the proposals will long-term be hugely beneficial for businesses and the community</i>'.</li> </ul> </li> </ul>	No
Page 154, Paragraph 6.4.6, second line	<p>An additional <u>petition of objection</u> from 'Lambeth Village' with <u>100 signatures</u> has been received raising the following concerns:</p> <ul style="list-style-type: none"> <li>• <i>Towers in an area of significant heritage;</i></li> <li>• <i>Towers in close proximity to Lambeth Palace;</i></li> <li>• <i>No stepping down from Albert Embankment into the heritage area and approach to Lambeth Palace;</i></li> <li>• <i>Impacts of overlooking and enclosure on Old Paradise Park, part of the Lambeth Palace Conservation Area;</i></li> <li>• <i>Loss of sun and daylight to Old Paradise Park;</i></li> <li>• <i>Loss of sun and daylight to local homes; and</i></li> </ul>	No

**PLANNING APPLICATIONS COMMITTEE 29<sup>TH</sup> NOVEMBER 2019**  
**FIRST ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS**

	<ul style="list-style-type: none"> <li>• <i>Loss of local character.</i></li> </ul>	
Page 159, Paragraph 8.1.5, second line	<p><u>Corrections to report</u></p> <ul style="list-style-type: none"> <li>• Replace '24,000sqm' with '25,015sqm' (total non-residential floorspace figure).</li> </ul>	No
Page 160, Paragraph 8.1.13, seventh line	<ul style="list-style-type: none"> <li>• Replace '2,053sqm' with '2,849sqm' (gym area figure).</li> </ul>	No
Page 165, Paragraph 8.1.47, bullet point 3, first line	<ul style="list-style-type: none"> <li>• Replace '1,900sqm' with '2,084sqm' (public realm figure)</li> </ul>	No
Page 166, Paragraph 8.1.48, bullet point 6, second line	<ul style="list-style-type: none"> <li>• Replace '1,900sqm' with '2,084sqm' (public realm figure)</li> </ul>	No
Page 167, Paragraph 8.1.53, fourth line	<ul style="list-style-type: none"> <li>• Replace '70:30' with '62:38' (split between affordable rent and intermediate tenure)</li> </ul>	No
Page 167, Paragraph 8.1.54, fifth line	<ul style="list-style-type: none"> <li>• Replace '£1.26m' with '£392,000' (Additional affordable housing grant from the GLA).</li> </ul>	No
Page 167, Paragraph 8.1.55, first, second and third lines	<ul style="list-style-type: none"> <li>• Replace '127 units' with '158 units' (first line)</li> <li>• Replace '31% on a habitable room basis or 29% on a unit basis' with '37% on habitable room basis and 35.7% on unit basis' (second and third lines) (viable level of affordable housing).</li> </ul>	No

**PLANNING APPLICATIONS COMMITTEE 29<sup>TH</sup> NOVEMBER 2019**  
**FIRST ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS**

Page 167, Paragraph 8.1.56, first line	<ul style="list-style-type: none"> <li>Replace '45' with '24' (number of additional affordable housing units).</li> </ul>	No
Page 168, Paragraph 8.1.59	<ul style="list-style-type: none"> <li>Replace BNPPs residual land value figure of '£42,777,129' with '£38,495,220' (second, fifth and seventh lines).</li> <li>Replace GLA grant funding figure of '£1,260,000' with '£392,000' (sixth line).</li> <li>Replace residual land value figure (with grant) of '£40,923,959' with '£38,887,220' (sixth line)</li> </ul>	No
Page 176, Paragraph 8.2.27, eighth point	<p><u>Corrections to report</u></p> <ul style="list-style-type: none"> <li>Delete point '8. Incorporate publicly accessible areas on the upper floors, where appropriate' as this is a duplication of point 5.</li> </ul>	No
Page 186, Paragraph 8.2.65, Table	<ul style="list-style-type: none"> <li>Replace 'Comment' in third column heading of the table with 'Comments on the proposed development'.</li> </ul>	No
Page 194, Paragraph 8.2.88, second last line	<ul style="list-style-type: none"> <li>Replace 'appropriate' with 'inappropriate' (assessment of harm on landmark silhouette XVI view from Millbank).</li> </ul>	No
Page 195, Paragraph 8.2.92, sixth bullet point	<ul style="list-style-type: none"> <li>Replace '1,900sqm' with '2,084sqm' (public realm figure)</li> </ul>	No
Page 197, Paragraph 8.3.12, seventh line	<ul style="list-style-type: none"> <li>After 'urban schemes' insert the following:   '<i>The taller buildings on the site have been designed to maximise the amount of daylight/sunlight to Whitgift House and as a result are diamond-shaped. While this does not as a result provide traditional dual aspect, it does allow for multiple aspects to be viewed along the diagonal plane. This has been referred to by the applicant as 'semi-dual' within the submission. Of the 443 residential units proposed, 194 would be fully dual aspect (44% of the total), 185 would be semi-dual aspect (42% of the total) and 64 would be single aspect (14% of the total). None of the single aspect units proposed would be north facing and these are predominantly limited to 1-bedroom market units. All of the single aspect units benefit from full height/full width glazing, taller than usual clear internal height and a well-proportioned layout to allow natural sunlight, ventilation and views out.</i></li> </ul>	No

**PLANNING APPLICATIONS COMMITTEE 29<sup>TH</sup> NOVEMBER 2019**  
**FIRST ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS**

Page 222, Paragraph 9.3, sixth bullet point	<ul style="list-style-type: none"> <li>Replace '1,900sqm' with '2,084sqm' (public realm figure)</li> </ul>	No
Page 200, Paragraph 8.4.10, third and fourth bullet point	<ul style="list-style-type: none"> <li>After '<i>highlight</i>', replace remainder of sentence with:  <i>'evidence that the appellants' assertion that Whitgift House enjoys unusually beneficial daylight for its location is therefore not established'</i> (corrected appeal Inspector's quote).</li> </ul>	No
Page 207, Paragraph 8.4.50, last sentence	<ul style="list-style-type: none"> <li>After '<i>properties</i>' replace remainder of sentence with '<i>typically meeting or being close to compliance with BRE Guide target criteria</i>' (assessment on impacts on sunlight).</li> </ul>	No
Page 212, Paragraph 8.7.10, first line	<ul style="list-style-type: none"> <li>Delete '<i>all car parking</i>' and insert '<i>20% of all the disabled parking in the basement with the remainder having passive charging i.e. 9 of the 44 spaces (20%)</i>' (Electric vehicle charging).</li> </ul>	No
Page 221, Paragraph 8.12.3, fourth and eighth bullet points	<p><u>Additional s106 Agreement obligation</u></p> <ul style="list-style-type: none"> <li>After 'Obelisk relocation' insert the following: <ul style="list-style-type: none"> <li><i>'Retention of architects or appropriately qualified alternative replacement to be agreed'</i> (fourth bullet point).</li> </ul> </li> <li>Replace '£3,640' with '£35,640' (Off-site Children's play space contribution figure)</li> </ul>	No
Page 211, Paragraph 8.7.8, first and second lines	<ul style="list-style-type: none"> <li>Replace '139' with '138' (first line) (short-stay cycle parking spaces)</li> <li>Replace '1,072' with '1,071' (second line) (total cycle car parking provision)</li> </ul>	No
Page 222, Paragraph 9.3, sixth bullet point	<ul style="list-style-type: none"> <li>Replace '1,900sqm' with '2,084sqm' (public realm figure)</li> </ul>	No

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