

PLANNING APPLICATIONS COMMITTEE

Date: **Tuesday 11 February 2020**

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:
Lara Edwards, Telephone: 020 7926 6816; Email: ledwards@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

	Page Nos.
5. First Addendum	1 - 12

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<u>ITEM 3</u>								
19/02496/FUL Broomwood Hall School, 3 Garrads Road (St Leonards)								
Page number	Amendment	Change to decision notice?						
Page 25	<p>Insert consultee response received:</p> <p>Food Health and Safety Manager – Received 14.11.2019. Advised that ventilation for food establishments where hot food is prepared will require direct extract ventilation above any source of fumes likely to cause a smell nuisance. All extract ventilation from food premises, must be channelled to a duct running the full height of the building and discharging above and well away from the highest window of that building, at least 1 metre above eaves and 1 metre away from the nearest open able window. Consideration and steps must be taken to prevent the migration of cooking smells through the fabric of the building to properties in separate occupancy. All applicants and engineers should have regard for Defra guidance when putting forward any plans and also that due consideration is given to use class order of a premises and what that entails. Advised that Broomwood School was inspected last on 5 December 2018 and no issue with regards to ventilation were noted.</p>	No						
Page 27	<p>Following an additional email from an objector, addition to the ‘Amenity’ section in Paragraph 6.4.2 as follows:</p> <table border="1" data-bbox="526 1098 1697 1382"> <thead> <tr> <th>Comment</th> <th>Officer’s Response</th> </tr> </thead> <tbody> <tr> <td><u>Amenity</u></td> <td></td> </tr> <tr> <td><u>Odour:</u> Emissions from the proposed kitchen will be directed toward my property.</td> <td>The emissions from the basement kitchen are to be discharged from the proposed chimney</td> </tr> </tbody> </table>	Comment	Officer’s Response	<u>Amenity</u>		<u>Odour:</u> Emissions from the proposed kitchen will be directed toward my property.	The emissions from the basement kitchen are to be discharged from the proposed chimney	No
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		<p>structure located approximately 17m from the closest residential properties and discharges at least 1m above the eaves and 1m away from the nearest openable window on the host building. The council's food health and safety manager has raised no concerns with the proposed location of kitchen chimney.</p>	
<p>Page 36</p>	<p>Amend Paragraph 9.13 as follows:</p> <p>The inclusion of a basement would not be readily visible given its underground location. Officers consider that given context of the site and the acceptable design of the scheme the principle of a large basement is appropriate. The provision of a basement is considered as an acceptable design solution to provide a multi-use hall and reduce the scale of above ground development. It should be noted that there is currently no specific Local Plan policy with regard to basements, however reference to basement lightwells is given under Policy Q11 of the LLP. New basement lightwell excavations should minimise the size of any excavated area to the front and side, be in keeping with the host building and wider locality and minimise the visual impact with grilles rather than balustrades. The proposed lightwells are for access to the basement level and as such a grille would not be suitable. Furthermore, given the locations of the lightwell, they will not be visible from the public realm and therefore are considered to cause no harm to the character and appearance of the conservation area. There is a draft Supplementary Planning Document on Basements 2017, however this document is not being progressed past the consultation stage because of emerging basement policy Q27 of the new LLP. Officers consider that the proposal would meet the requirements of the draft basement SPD. Officers acknowledge that the new LLP draft policy Q27 d (ii) states that basement extensions beyond the ground floor footprint of the building "will be supported where the proposal: (ii) has a roof treatment level with ground level" and "(iii) has a floor area that does not exceed that of the ground floor footprint of the host building (as originally built). There is also the draft Urban Design Code Supplementary Planning Document (SPD). The scheme would not strictly conform to all of the requirements of the emerging draft policy Q27 and</p>		<p>No</p>

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	draft Design Code SPD however Officers consider that limited weight should be applied as the emerging policy and draft guidance both have limited weight because they are still in the course of preparation and not yet advanced enough to be used.	
Page 37	<p>Amendment to Paragraph 9.18 as follows:</p> <p>Policy Q14 at part a) states that the Council does not consider gardens to be potential development sites and will resist proposals which would result in the loss of biodiversity, soft landscaping/permeable drainage or openness subject to the criteria contained in parts e-a-vii) c) (i)-(iv) of the policy. Part b) of the policy states front gardens and prominent corner/side gardens are not considered appropriate for development. The proposal is located to the side and rear of the host property and given the acceptable siting, design and appearance of the scheme and the appeal decision, the principle of development is accepted in this location.</p>	No
Page 39	<p>Amend Paragraph 9.26 as follows:</p> <p>Conservation Officers have advised that the draft conservation area statement has been through public consultation, however the appraisal has not been formally completed. but that t- The final version has not been issued as consultation responses still need to be considered and there will be formal changes to the local list.</p> <p>The Conservation Officers have provided the following assessment of the scheme against the draft Streatham Park/Garrads Road Conservation Area:</p> <p>The conservation area is characterised by its sedate and leafy suburban qualities, with a range of well-built housing on quiet streets clustered around a large gently sloping green space. Fronting the common is Garrad’s Road, it has a leafy and expansive feeling owing to the open space of the common on one side. It has an assortment of fairly large detached houses dating from the early 20th century, set in spacious grounds, they reflect the streets prestigious status in suburban Streatham.</p> <p>Generous spatial standards combine to give the street a consistent rhythm, lessened slightly by slightly later infill development of inferior quality. Impressive large houses set comfortably back from the road and enclosed by walls and railings; stylistically they</p>	No

	<p>generally share a vernacular inspiration with rich details and high levels of craftsmanship. Despite disruptions to the street's rhythm caused by a 20th century infill development; there is yet a strong sense of townscape complemented by an avenue of trees on the common that help define the street edge.</p> <p>The proposed new classroom building does not detract from the leafy qualities of the conservation area, the host building is substantial in large grounds, this is a modest addition which is ancillary in design of a domestic scale and has been designed to reflect the rich detailing of the host building; the appeal Inspector didn't identify that a building in this location would cause harm.</p> <p>Trees and leafy open and private gardens spaces are central to the character and appearance of the conservation area and the relationship between buildings and landscape is historically important. The wealth of mature trees and soft landscaping in front and back gardens is a key component in defining the area as generously planned and suburban in character. Trees can be glimpsed from differing and sometimes unexpected viewpoints and provide an important community amenity. Trees in ample back gardens throughout the conservation areas combine to provide a pleasant green canopy, matched by a generous provision of street trees. The majority of houses within the conservation area have reasonably sized front and rear gardens with mature shrubs and trees which contribute greatly to the character of the area.</p> <p>The site will maintain a significant amount of soft landscaping both within the rear garden. The new trees in the garden when mature will be glimpsed through the glazed stair core and the hipped roof. New trees are also proposed to be planted within the front garden; This combined with the green roof of the new hall reinforces the suburban character and softens the impact of the development.</p> <p>In terms of architecture, vernacular revival and building forms are more relaxed and spreading based on traditional English cottages. Common features include tiled roofs with sweeping roof forms, asymmetric massing, hanging tiles, roughcast, exposed timbers, metal casements leaded lights and oak plank doors. Cottage gardens and matching garages complete the look. This style lent itself well into interwar suburban housing, although quality can vary greatly. Window detailing is particularly important on</p>	
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	<p>vernacular revival style housing, traditional flush timber or slender metal casements with leaded lights. Roofs are bold and prominent and are an important feature of the conservation area. A prominent feature on vernacular revival sweeping roof forms and broad overhanging eaves on hipped roofs. Chimney stacks and clay chimney pots even when redundant are and exceptionally important and characteristic part of the roofscape.</p> <p>The design of the new classroom is of sympathetic materials brick, slate roof, domestic in scale. The stair core was designed to complement the tall chimneys, but providing a visual separation between the new classroom and the main building, with glazing. To avoid an overtly contemporary addition, this was designed to reference the vertical nature of the windows and doors on the main building.</p> <p>Basements are not a common feature of the conservation area - they were considered impractical and unattractive at the time. The proposed basement only presents itself externally by means of access, both of which are discrete and there is no harm to the character of the conservation area.</p> <p>Some properties have freestanding garages dating from the 1930's. Generally they are visually subordinate and reflect the style and status of the host building. The historic detail on these garages enhances the appearance of the property and adds welcome visual interest. Where garage doors have been replaced with modern materials or different designs they invariably have a detrimental effect – diminishing the historic character. In form, the new classroom is the scale of a double garage; single storey with a hipped roof of an ancillary design. It is not considered to harm the character and appearance of the conservation area.</p> <p>Boundaries between gardens and back gardens boundaries to return frontages are typically 2m high timber close boarded fences. This is maintained by the development.</p>	
Page 39	<p>Amend Paragraph 9.31 as follows:</p> <p>In terms of the Streatham Park Garrads Road Conservation Area, Conservation Officers state that the additions fronting onto Garrads Road would not harm the character or appearance of the conservation area. This is because the extension is subordinate in appearance with hipped roof,</p>	No

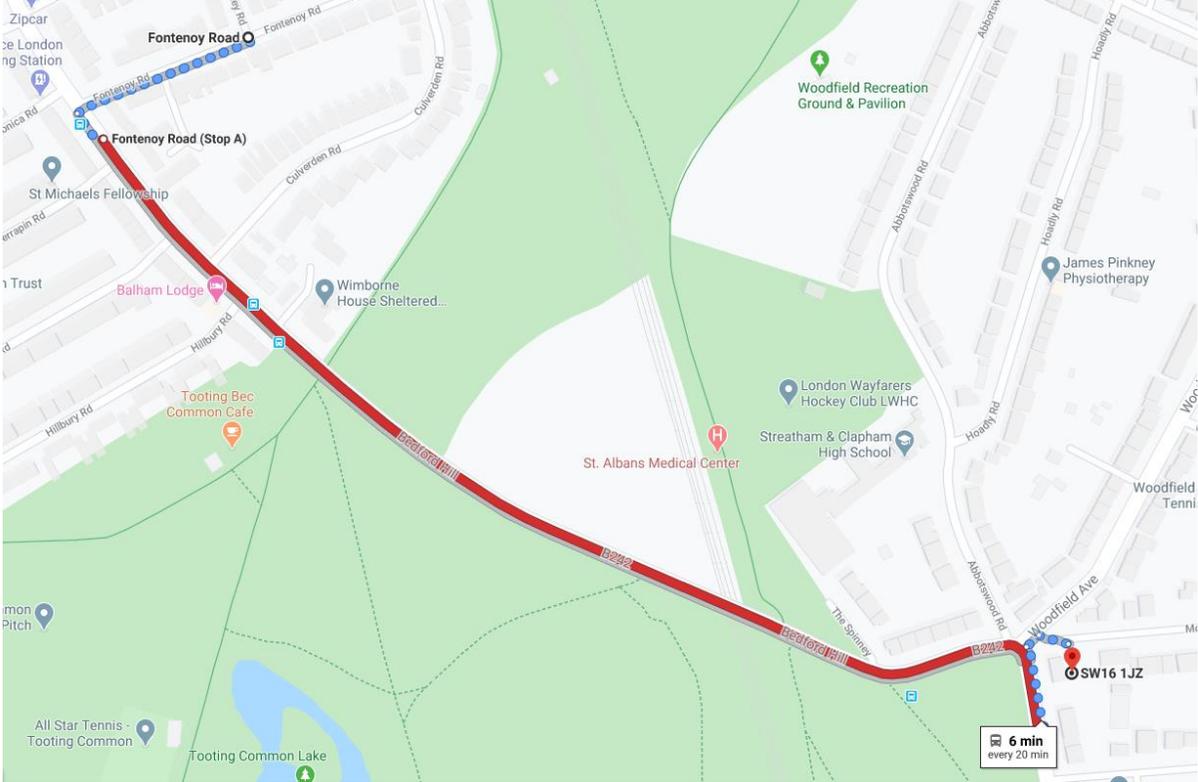
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	<p>domestic in scale and largely concealed by a tall timber fence. The design new class room is of sympathetic materials brick, slate roof, and domestic in scale. The stair core was designed to complement the tall chimneys, but providing a visual separation between the new classroom and the main building, with glazing. To avoid an overtly contemporary addition, this was designed to reference the vertical nature of the windows and doors on the main building. The new lift and stair core is a sympathetic addition to the building.</p>																													
<p>Page 46</p>	<p>Amend Paragraph 11.9 as follows:</p> <p>As an independent school, Transport Officers note that it will have a larger catchment, resulting in a larger proportion of pupils being driven to school than at Dunraven or Bishop Thomas Grant for example. However, in the event of a secondary school it is accepted that the level is likely to fall from the current level of 29% by car, and therefore local traffic and parking conditions are likely to be relieved to some extent by the proposals. For example even if car use were only to drop from 29% to 20% the number of pupil car arrivals at the start and end of the school day would fall from 39 to 31 (20% x 120 car + 6% x 120 car share, assuming two car sharers per car bays).</p> <p>For comparison the submitted Transport Assessment for Broomwood School quoted modal split data for Dunraven and Bishop Thomas Grant secondary schools, which are nearby but state schools (likely to have a smaller catchment).</p> <table border="1" data-bbox="506 1010 1572 1329"> <thead> <tr> <th></th> <th>Walk</th> <th>Cycle</th> <th>Car</th> <th>Bus</th> <th>Train</th> <th>Other</th> </tr> </thead> <tbody> <tr> <td>Bishop Thomas Grant</td> <td>9%</td> <td>1%</td> <td>20%</td> <td>67%</td> <td>1%</td> <td>1%</td> </tr> <tr> <td>Dunraven</td> <td>49%</td> <td>1%</td> <td>6%</td> <td>27%</td> <td>1%</td> <td>16%</td> </tr> <tr> <td>Streatham and Clapham High School</td> <td>41%</td> <td>3%</td> <td>14%</td> <td>26%</td> <td>4%</td> <td>22%</td> </tr> </tbody> </table> <p>The schools have the following PTAL ratings:</p>		Walk	Cycle	Car	Bus	Train	Other	Bishop Thomas Grant	9%	1%	20%	67%	1%	1%	Dunraven	49%	1%	6%	27%	1%	16%	Streatham and Clapham High School	41%	3%	14%	26%	4%	22%	<p>No</p>
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	<p>Broomwood School: 2 Streatham Clapham High School: 2 Bishop Thomas Grant: 1a/1b Dunraven: 2</p>	
<p>Page 46</p>	<p>Amend Paragraph 1.10 to read as follows:</p> <p>There are a number of other schools in the vicinity, including Henry Cavendish Primary School on Woodfield Avenue some 450m from the school, and Streatham and Clapham High School on Abbotswood Road some 250m from the school. It is noted that there is a current planning application under consideration for Streatham and Clapham High School (ref 19/02374/VOC), which would extend the permitted size of the school from 505 pupils to 650 (although Officers understand the actual school roll is around 560 pupils). While the Transport Statement submitted with 19/02374/VOC demonstrates that parking impacts would be unlikely to extend to Broomwood School, the combined impacts on local public transport have been considered by Officers. Given that the proposals are expected to increase the number of pupils using the bus to reach the school, the capacity of public transport provision is considered acceptable. The site is served by bus route 315 which links St Julian's Farm Road to the east to Balham Station. There are other bus routes located on Tooting Bec Road approx. 475m from the application site. Officers are awaiting further comments on the capacity of the 315 bus route which will be reported by way of an addendum. TFL Road Network confirmed in an email dated 04.02.2020 that there is no evidence of overcrowding on the 315 bus route and noted that the busiest point of the bus route is Fontenoy Road which is a number of stops from the site (see figure below which shows the location of the stop from the school). TFL have advised that the proposal would not have a significant impact on the 315 bus route.</p>	<p>No.</p>

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<p>Page 47</p>	<p>Amend Paragraph 12.1 as follows:</p> <p>The submitted tree survey in the arboricultural report recorded 30 individual trees within the site. The proposal would involve the removal of five trees (one category B Tree (T14) and four category C Trees (T6, T7, T15 & T16) and pruning of five trees (two category B Trees (T11 and T13) and three category C trees (T8, T9 & T10). None of the trees with TPOs are adversely affected by the proposal. The Council's Tree Officer has commented that the submitted arboricultural report is fit for purpose and its conclusions are agreed with. None of the trees are of any significance (four 5m young to early mature trees that will remain small trees) and a Lawsons cypress with minimal public amenity. Furthermore, the Tree Officer has</p>	<p>No</p>

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	<p>advised that had the trees been subject to a Conservation Area Notice to be removed, there would have been no objection to the removal and advised that the trees are not TPO worthy trees. The loss of green habitat is minimal and is essentially confined to these trees and a section of the front boundary hedge. The applicant is proposing to replace part of the hedge in order to screen the bike shelter. Furthermore, two new trees will be planted to the front of the proposed extension that will help to screen it. The tree officer agrees with the removal and replacement of the trees, provided that the methodology and Tree Protection Plan detailed are implemented which would be secured by way of a planning condition. A further condition is proposed to secure the planting of suitable replacement trees which will require the submission of details of suitable trees and through the submission of the details the Council can ensure different species that will grow larger in the long term.</p>	
Page 51	<p><u>Amendment to approved drawing numbers on draft decision notice to include:</u></p> <p>OS Extract should also be described as 436.00.01 Rev B Insertion of drawing number 436.300 Rev A (existing street layout) and 436.300.12 Rev D (proposed cycle shelter) Removal of reference to drawing numbers 436.300.13 REV A, 436.300.14 REV D & 436.00 18 REV A.</p> <p><u>Update to description of approved documents:</u></p> <p>Draft Construction Management Plan:- full document title is 'Outline Construction Logistics Plan' (Velocity) Basement Impact Assessment: - full title is 'Ground Investigation Report and Basement Impact Assessment' (Ground and Water) Preliminary Ecological Assessment Tree Survey:- full title is 'Updated Preliminary Ecological Appraisal including a Protected Species Assessment' (Skilled Ecology) The DAS is prepared by Dinwiddie MacLaren architects</p>	Yes – change to drawing numbers

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Page 54	<p>Amendment to condition 17 (change in bold), to read:</p> <p>The existing fence located on the northern boundary must be retained in perpetuity or if removed a new boundary treatment shall be built as a 'like for like replacement' or if not 'like for like', in accordance with details to be approved by the Local Planning Authority. Any boundary treatment shall be permanently retained and maintained for the duration of all equipment and plant hereby approved being in situ.</p> <p>Reason: To protect the amenities of adjoining occupiers (policy Q2 of the Lambeth Local Plan 2015).</p>	Amendment to condition 17
Page 54	<p>Amendment to condition 21 as follows:</p> <p>Prior to implementation of the development full details of the proposed construction methodology in the form of a 'Method of Construction Statement' shall be submitted to and approved in writing by the local planning authority. The Method of Construction Statement shall include details regarding:</p> <ul style="list-style-type: none">a) The scope and nature of notifying neighbours with regard to specific works;b) Advance notification of any road closures;c) Details regarding parking, deliveries, and storage;d) Details regarding dust mitigation;e) Details of measures to prevent the deposit of mud and debris on the public highway; andf) Any other measures to mitigate the impact of construction upon the amenity of the area and the function and safety of the highway network.g) Construction Logistics Plan (CLP), defining the timings and various activities to take place during the different phases of the construction periods.F h) Details of the use of a banks-man during constructioni) Details of idle vehicle routes for construction vehicles accessing the site <p>No development shall commence until provision has been made to accommodate all site operatives', visitors' and construction vehicles loading, off-loading, parking and turning within the site or otherwise during the construction period in accordance with the approved details. The</p>	Amendment to condition 21

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	<p>development shall thereafter be carried out in accordance with the details and measures approved in the Method of Construction Statement.</p> <p>Reason: Development must not commence before this condition is discharged to avoid hazard and obstruction being caused to users of the public highway and to safeguard residential amenity from the start of the construction process. (Policies T8, Q21, EN1 and Q2 of the Lambeth Local Plan 2015 and Policy 7.19 of The London Plan (2011)).</p>	
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