



## **PLANNING APPLICATIONS COMMITTEE – SECOND ADDENDUM**

Date: **Tuesday 3 March 2020**

Time: **7.00 pm**

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

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### **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](mailto: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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## Map



## AGENDA

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

|                           | <b>Page<br/>Nos.</b> |
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| <b>6. Second Addendum</b> | <b>1 - 16</b>        |

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**PLANNING APPLICATIONS COMMITTEE 3<sup>RD</sup> MARCH 2020**  
**ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS**

| Page Number / Paragraph No  | Report Changes  | Decision Letter Changes |  |   |   |                   |  |   |  |   |   |  |
|---|---|-------------------------|--|---|---|-------------------|--|---|--|---|---|--|
| <b><u>ITEM 3</u></b><br><b><u>Application 19/02523/FUL – Land Rear of Cooper Building, London SW4 9DX</u></b>                       |   |                         |  |   |   |                   |  |   |  |   |   |  |
| Page 20,<br>Paragraph 4.2.1   | Amend Paragraph 4.2.1 as follows:<br>The proposed building would be sited within part of the open Tesco supermarket car parking area to the rear of the Cooper Building. The capacity of the car park would be reduced from 98 spaces to 50 spaces. Please note that planning permission for this reduction has already been granted permission in 2019 under delegation and LBL ref: 19.02678/FUL <b>which was <u>submitted by the applicant, Tesco and this current application has been submitted by Icen Projects Ltd on behalf of the applicant, Landhold Developments Ltd.</u></b>  | No                      |  |   |   |                   |  |   |  |   |   |  |
| Page 25,<br>Paragraph 6.3.3   | Two additional objections have been received, bringing the total number of objections to 69 and the total number of letters of support to 3. The following additional grounds of objection from neighbours with officer responses are provided: <table border="1" data-bbox="450 858 1727 1375"> <thead> <tr> <th colspan="2" data-bbox="450 858 1727 890">Quality of Development</th> </tr> </thead> <tbody> <tr> <td data-bbox="450 890 947 1110">The proposed development relies heavily on single aspect units.</td> <td data-bbox="947 890 1727 1110">Majority of the units are dual aspect. There are only two single aspect units within the scheme (C-00-05 at ground floor level and C-03-02 at third floor level) which are both south facing units. Officers consider that they would benefit from adequate levels of daylight, sunlight and outlook.<br/><br/>None of the affordable housing units would be single aspect.</td> </tr> <tr> <th colspan="2" data-bbox="450 1110 1727 1142">Impact on Amenity</th> </tr> <tr> <td data-bbox="450 1142 947 1294">The scheme will dominate neighbouring 2-storey properties along Englewood Road and would impact the properties along Fernbank Mews.</td> <td data-bbox="947 1142 1727 1294">The separation distances are considered adequate to ensure there would be no unacceptable impact in terms of an overbearing impact or dominant and obtrusive form of development when viewed from Englewood Road and Fernbank Mews. This is discussed in section 8.5 of this report.</td> </tr> <tr> <td data-bbox="450 1294 947 1375">New residents will use the terraces for parties and other noisy activities that</td> <td data-bbox="947 1294 1727 1375">The proposal is for residential properties. Any noise from the development would be domestic in nature and acceptable for a residential area.</td> </tr> </tbody> </table> | Quality of Development  |  | The proposed development relies heavily on single aspect units. | Majority of the units are dual aspect. There are only two single aspect units within the scheme (C-00-05 at ground floor level and C-03-02 at third floor level) which are both south facing units. Officers consider that they would benefit from adequate levels of daylight, sunlight and outlook.<br><br>None of the affordable housing units would be single aspect. | Impact on Amenity |  | The scheme will dominate neighbouring 2-storey properties along Englewood Road and would impact the properties along Fernbank Mews. | The separation distances are considered adequate to ensure there would be no unacceptable impact in terms of an overbearing impact or dominant and obtrusive form of development when viewed from Englewood Road and Fernbank Mews. This is discussed in section 8.5 of this report. | New residents will use the terraces for parties and other noisy activities that | The proposal is for residential properties. Any noise from the development would be domestic in nature and acceptable for a residential area. |  |
| Quality of Development  |   |                         |  |   |   |                   |  |   |  |   |   |  |
| The proposed development relies heavily on single aspect units.   | Majority of the units are dual aspect. There are only two single aspect units within the scheme (C-00-05 at ground floor level and C-03-02 at third floor level) which are both south facing units. Officers consider that they would benefit from adequate levels of daylight, sunlight and outlook.<br><br>None of the affordable housing units would be single aspect.   |                         |  |   |   |                   |  |   |  |   |   |  |
| Impact on Amenity   |   |                         |  |   |   |                   |  |   |  |   |   |  |
| The scheme will dominate neighbouring 2-storey properties along Englewood Road and would impact the properties along Fernbank Mews. | The separation distances are considered adequate to ensure there would be no unacceptable impact in terms of an overbearing impact or dominant and obtrusive form of development when viewed from Englewood Road and Fernbank Mews. This is discussed in section 8.5 of this report.  |                         |  |   |   |                   |  |   |  |   |   |  |
| New residents will use the terraces for parties and other noisy activities that   | The proposal is for residential properties. Any noise from the development would be domestic in nature and acceptable for a residential area.   |                         |  |   |   |                   |  |   |  |   |   |  |

**PLANNING APPLICATIONS COMMITTEE 3<sup>RD</sup> MARCH 2020**

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

|                                |  |  |  |
|--------------------------------|--|--|--|
|                                | would impact the amenity of adjoining residential properties.  |  |  |
|                                | There would be light spill issues with light spilling onto adjoining properties.   | The separation distances and residential use of the building would not result in any greater impact than currently experienced from neighbouring properties or the existing car park. Condition 40 recommended for external lighting details to be submitted to and approved in writing by the Council to avoid light spillage and avoid undue harm to neighbouring amenity. |  |
| <b>Design and Conservation</b> |  |  |  |
|                                | The scheme fails to respect or reinforce the positive characteristics of the area in terms of siting, design and height. | Officers consider that the proposed building would be an attractive development of high quality design with an appropriate scale and massing for the local context. This is detailed in section 8.3.3 of the report.   |  |
|                                | The proposed development would not be subordinate to the host building.  | The proposed building would be 4 storeys to the west within close proximity and subordinate to the 5-storey Cooper building.   |  |
|                                | The proposal would have an adverse impact on views from and into the conservation area.                                  | Officers do not consider that there will be any impact to the Clapham Conservation Area. This is discussed at paragraphs 8.3.14 to 8.3.17 of the officer report.<br><br>No statutory or local views would be impacted by the development.  |  |
|                                | Policy Q14 should apply.   | Q14 does not apply to this development. The reasons for this are discussed below.  |  |
|                                | The proposed development would set a precedent for 4-storey development in the area.                                     | The proposal is not considered to set a precedent for 4 storey buildings and the proposed building has been designed in accordance with its local context which provides a smooth transition in building height and mass between the 5 storey Cooper Building to the west and the 2-3 storey residential buildings to the north, east and south.                             |  |
| <b>Transport</b>               |  |  |  |
|                                | People would not be able to get moving vans onto the site, when moving into or out of a flat at the application site.    | The proposal would continue to provide access from the undercroft at Maud Chadburn Place which currently allows delivery and service vehicles for Tesco to enter without restriction and this would be the same for any future moving vans associated with the occupants of the development.   |  |
|                                | The proposal would add to traffic congestion in the area.  | The proposal includes a car free agreement for the proposed development. The proposal would not result in any additional   |  |

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|                             |   |  |    |
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|                             | private vehicles to or from the site that would add to traffic congestion.  |  |    |
|                             | Other   |  |    |
|                             | The area is already over developed and the proposal will add to problems with waste in the area.  | Waste management is discussed at Section 8.8 of the report. In summary there is adequate space for the storage and collection of waste and recycling materials on site. Condition 31 is recommended for a waste management strategy to be submitted and approved by the Council.                               |    |
|                             | The setback distances seem do not appear to take into account recent rear extensions to 24 Englewood Road.  | The Officer made a site visit to this property and noted the extension. All setback distances reported by officers take this extension into consideration.   |    |
| Page 26                     | Amend Officer Response to Objection related to Noise as follows:  |  |    |
|                             | Noise levels – there is little information on potential and predicted noise levels during construction.   | This matter is discussed at <del>section 8.9</del> <b>section 8.5.33</b> of this report. In summary a condition (condition 3) is recommended to ensure the submission and approval of a Method of Construction Statement, which will need to detail measures to protect the amenity of surrounding properties. |    |
| Page 32,<br>Paragraph 8.1.4 | Amend paragraph 8.1.4 as follows:<br><br><u><b>The site is considered to be within an ‘urban’ setting due to its characteristics of a very developed, mixed commercial and residential uses of high densities development with close proximity to a underground station within London Transport System Zone 2/3. The application site already has a significant building of 5-storeys in height, which is not suburban in character. It is considered by Officers that the traditional housing stock is along tree lined streets including Englewood Road, Hazelbourne Road and Fernbank Mews which is characterised by Victorian terraces. However these streets fall are surrounded by the higher mixed use densities within the urban setting of Clapham South. In addition, the surrounding area of the site is well connected to other inner London areas with a high Public Transport Accessibility (PTAL) rating of 4 which is considered as ‘very good’. In contrast, a suburban setting would be considered predominantly residential in nature with lower densities and of generally lower Public Transport Accessibility Level (PTAL) rating which is not considered to be reflective of the site and its surrounding area. On this basis, for For</b></u> the purposes of considered density pursuant to the London plan density matrix the scheme falls within the ‘urban’ area with |  | No |

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|   | <p>a guidelines density range of 200-700 habitable rooms per hectare (hr/ha) or 70-260 units per hectare (u/ha).</p>  |                    |                              |                     |                              |                          |                    |                          |                   |  |  |  |  |  |  |              |       |       |      |     |     |      |                  |       |       |      |     |     |      |                  |       |       |      |                   |  |  |  |  |  |  |                     |       |       |      |     |     |      |                   |  |  |  |  |  |  |                       |       |       |      |     |     |      |                       |       |       |      |                       |       |       |      |                   |  |  |  |  |  |  |                       |       |       |      |      |     |      |           |
|---|---|--------------------|------------------------------|---------------------|------------------------------|--------------------------|--------------------|--------------------------|-------------------|--|--|--|--|--|--|--------------|-------|-------|------|-----|-----|------|------------------|-------|-------|------|-----|-----|------|------------------|-------|-------|------|-------------------|--|--|--|--|--|--|---------------------|-------|-------|------|-----|-----|------|-------------------|--|--|--|--|--|--|-----------------------|-------|-------|------|-----|-----|------|-----------------------|-------|-------|------|-----------------------|-------|-------|------|-------------------|--|--|--|--|--|--|-----------------------|-------|-------|------|------|-----|------|-----------|
| <p>Page 40 and 41<br/>         Paragraph 8.5.6 –<br/>         Table 3</p> | <p>Paragraphs 8.5.4 and 8.5.5 are updated as follows to include the results from 22 Englewood Road and the full results from 26 Englewood Road (please note this is a further update to the results reported in the first addendum):</p> <p><i>8.5.4 The assessment using the VSC test considers <del>306</del> <b>310</b> windows, and of these only <del>44</del> <b>22</b> are habitable rooms in residential buildings that do not meet BRE VSC guidance. The full results for the 14 windows are provided below. All of the windows would retain a VSC value of at least 0.70 their former value (except for one window serving an office room in Minnie Kidd House, which would retain a VSC value of 0.68 its former value), which is still a good result for an urban environment.</i></p> <p><i>8.5.5 The assessment using the NSL / DD test considers <del>483</del> <b>187</b> rooms, and of these only 5 rooms are habitable rooms in residential buildings that do not meet BRE NSL guidance. The full results for these windows is provided below.</i></p> <table border="1" data-bbox="544 730 1626 1390"> <thead> <tr> <th>Window</th> <th>VSC before proposal</th> <th>VSC after proposal</th> <th>Fraction of former VSC value</th> <th>NSL before proposal</th> <th>NSL after proposal</th> <th>Fraction of former value</th> </tr> </thead> <tbody> <tr> <td>Minnie Kidd House</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>W15 office 1</td> <td>34.7%</td> <td>23.6%</td> <td>0.68</td> <td>94%</td> <td>51%</td> <td>0.54</td> </tr> <tr> <td>W38 staff room 1</td> <td>34.6%</td> <td>27.4%</td> <td>0.79</td> <td rowspan="2">92%</td> <td rowspan="2">63%</td> <td rowspan="2">0.68</td> </tr> <tr> <td>W39 staff room 1</td> <td>34.2%</td> <td>27.7%</td> <td>0.81</td> </tr> <tr> <td>18 Englewood Road</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>W138 habitable room</td> <td>21.1%</td> <td>15.1%</td> <td>0.72</td> <td>97%</td> <td>96%</td> <td>0.99</td> </tr> <tr> <td>20 Englewood Road</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>W145 habitable room 1</td> <td>33.4%</td> <td>26.3%</td> <td>0.79</td> <td rowspan="3">97%</td> <td rowspan="3">72%</td> <td rowspan="3">0.74</td> </tr> <tr> <td>W146 habitable room 1</td> <td>33.6%</td> <td>25.6%</td> <td>0.76</td> </tr> <tr> <td>W147 habitable room 1</td> <td>15.9%</td> <td>13.7%</td> <td>0.86</td> </tr> <tr> <td>22 Englewood Road</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>W153 dining/kitchen 1</td> <td>31.9%</td> <td>23.2%</td> <td>0.73</td> <td>100%</td> <td>98%</td> <td>0.98</td> </tr> </tbody> </table> | Window             | VSC before proposal          | VSC after proposal  | Fraction of former VSC value | NSL before proposal      | NSL after proposal | Fraction of former value | Minnie Kidd House |  |  |  |  |  |  | W15 office 1 | 34.7% | 23.6% | 0.68 | 94% | 51% | 0.54 | W38 staff room 1 | 34.6% | 27.4% | 0.79 | 92% | 63% | 0.68 | W39 staff room 1 | 34.2% | 27.7% | 0.81 | 18 Englewood Road |  |  |  |  |  |  | W138 habitable room | 21.1% | 15.1% | 0.72 | 97% | 96% | 0.99 | 20 Englewood Road |  |  |  |  |  |  | W145 habitable room 1 | 33.4% | 26.3% | 0.79 | 97% | 72% | 0.74 | W146 habitable room 1 | 33.6% | 25.6% | 0.76 | W147 habitable room 1 | 15.9% | 13.7% | 0.86 | 22 Englewood Road |  |  |  |  |  |  | W153 dining/kitchen 1 | 31.9% | 23.2% | 0.73 | 100% | 98% | 0.98 | <p>No</p> |
| Window  | VSC before proposal   | VSC after proposal | Fraction of former VSC value | NSL before proposal | NSL after proposal           | Fraction of former value |                    |                          |                   |  |  |  |  |  |  |              |       |       |      |     |     |      |                  |       |       |      |     |     |      |                  |       |       |      |                   |  |  |  |  |  |  |                     |       |       |      |     |     |      |                   |  |  |  |  |  |  |                       |       |       |      |     |     |      |                       |       |       |      |                       |       |       |      |                   |  |  |  |  |  |  |                       |       |       |      |      |     |      |           |
| Minnie Kidd House   |   |                    |                              |                     |                              |                          |                    |                          |                   |  |  |  |  |  |  |              |       |       |      |     |     |      |                  |       |       |      |     |     |      |                  |       |       |      |                   |  |  |  |  |  |  |                     |       |       |      |     |     |      |                   |  |  |  |  |  |  |                       |       |       |      |     |     |      |                       |       |       |      |                       |       |       |      |                   |  |  |  |  |  |  |                       |       |       |      |      |     |      |           |
| W15 office 1  | 34.7%   | 23.6%              | 0.68                         | 94%                 | 51%                          | 0.54                     |                    |                          |                   |  |  |  |  |  |  |              |       |       |      |     |     |      |                  |       |       |      |     |     |      |                  |       |       |      |                   |  |  |  |  |  |  |                     |       |       |      |     |     |      |                   |  |  |  |  |  |  |                       |       |       |      |     |     |      |                       |       |       |      |                       |       |       |      |                   |  |  |  |  |  |  |                       |       |       |      |      |     |      |           |
| W38 staff room 1  | 34.6%   | 27.4%              | 0.79                         | 92%                 | 63%                          | 0.68                     |                    |                          |                   |  |  |  |  |  |  |              |       |       |      |     |     |      |                  |       |       |      |     |     |      |                  |       |       |      |                   |  |  |  |  |  |  |                     |       |       |      |     |     |      |                   |  |  |  |  |  |  |                       |       |       |      |     |     |      |                       |       |       |      |                       |       |       |      |                   |  |  |  |  |  |  |                       |       |       |      |      |     |      |           |
| W39 staff room 1  | 34.2%   | 27.7%              | 0.81                         |                     |                              |                          |                    |                          |                   |  |  |  |  |  |  |              |       |       |      |     |     |      |                  |       |       |      |     |     |      |                  |       |       |      |                   |  |  |  |  |  |  |                     |       |       |      |     |     |      |                   |  |  |  |  |  |  |                       |       |       |      |     |     |      |                       |       |       |      |                       |       |       |      |                   |  |  |  |  |  |  |                       |       |       |      |      |     |      |           |
| 18 Englewood Road   |   |                    |                              |                     |                              |                          |                    |                          |                   |  |  |  |  |  |  |              |       |       |      |     |     |      |                  |       |       |      |     |     |      |                  |       |       |      |                   |  |  |  |  |  |  |                     |       |       |      |     |     |      |                   |  |  |  |  |  |  |                       |       |       |      |     |     |      |                       |       |       |      |                       |       |       |      |                   |  |  |  |  |  |  |                       |       |       |      |      |     |      |           |
| W138 habitable room   | 21.1%   | 15.1%              | 0.72                         | 97%                 | 96%                          | 0.99                     |                    |                          |                   |  |  |  |  |  |  |              |       |       |      |     |     |      |                  |       |       |      |     |     |      |                  |       |       |      |                   |  |  |  |  |  |  |                     |       |       |      |     |     |      |                   |  |  |  |  |  |  |                       |       |       |      |     |     |      |                       |       |       |      |                       |       |       |      |                   |  |  |  |  |  |  |                       |       |       |      |      |     |      |           |
| 20 Englewood Road   |   |                    |                              |                     |                              |                          |                    |                          |                   |  |  |  |  |  |  |              |       |       |      |     |     |      |                  |       |       |      |     |     |      |                  |       |       |      |                   |  |  |  |  |  |  |                     |       |       |      |     |     |      |                   |  |  |  |  |  |  |                       |       |       |      |     |     |      |                       |       |       |      |                       |       |       |      |                   |  |  |  |  |  |  |                       |       |       |      |      |     |      |           |
| W145 habitable room 1   | 33.4%   | 26.3%              | 0.79                         | 97%                 | 72%                          | 0.74                     |                    |                          |                   |  |  |  |  |  |  |              |       |       |      |     |     |      |                  |       |       |      |     |     |      |                  |       |       |      |                   |  |  |  |  |  |  |                     |       |       |      |     |     |      |                   |  |  |  |  |  |  |                       |       |       |      |     |     |      |                       |       |       |      |                       |       |       |      |                   |  |  |  |  |  |  |                       |       |       |      |      |     |      |           |
| W146 habitable room 1   | 33.6%   | 25.6%              | 0.76                         |                     |                              |                          |                    |                          |                   |  |  |  |  |  |  |              |       |       |      |     |     |      |                  |       |       |      |     |     |      |                  |       |       |      |                   |  |  |  |  |  |  |                     |       |       |      |     |     |      |                   |  |  |  |  |  |  |                       |       |       |      |     |     |      |                       |       |       |      |                       |       |       |      |                   |  |  |  |  |  |  |                       |       |       |      |      |     |      |           |
| W147 habitable room 1   | 15.9%   | 13.7%              | 0.86                         |                     |                              |                          |                    |                          |                   |  |  |  |  |  |  |              |       |       |      |     |     |      |                  |       |       |      |     |     |      |                  |       |       |      |                   |  |  |  |  |  |  |                     |       |       |      |     |     |      |                   |  |  |  |  |  |  |                       |       |       |      |     |     |      |                       |       |       |      |                       |       |       |      |                   |  |  |  |  |  |  |                       |       |       |      |      |     |      |           |
| 22 Englewood Road   |   |                    |                              |                     |                              |                          |                    |                          |                   |  |  |  |  |  |  |              |       |       |      |     |     |      |                  |       |       |      |     |     |      |                  |       |       |      |                   |  |  |  |  |  |  |                     |       |       |      |     |     |      |                   |  |  |  |  |  |  |                       |       |       |      |     |     |      |                       |       |       |      |                       |       |       |      |                   |  |  |  |  |  |  |                       |       |       |      |      |     |      |           |
| W153 dining/kitchen 1   | 31.9%   | 23.2%              | 0.73                         | 100%                | 98%                          | 0.98                     |                    |                          |                   |  |  |  |  |  |  |              |       |       |      |     |     |      |                  |       |       |      |     |     |      |                  |       |       |      |                   |  |  |  |  |  |  |                     |       |       |      |     |     |      |                   |  |  |  |  |  |  |                       |       |       |      |     |     |      |                       |       |       |      |                       |       |       |      |                   |  |  |  |  |  |  |                       |       |       |      |      |     |      |           |



**PLANNING APPLICATIONS COMMITTEE 3<sup>RD</sup> MARCH 2020**

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

|                       |       |       |      |      |      |      |
|-----------------------|-------|-------|------|------|------|------|
| W155 habitable room 1 | 33.5% | 26.5% | 0.79 | 98%  | 92%  | 0.94 |
| W159 habitable room 2 | 36.9% | 29.2% | 0.79 | 97%  | 76%  | 0.78 |
| W160 habitable room 2 | 37.1% | 29.2% | 0.79 |      |      |      |
| W161 habitable room 3 | 28.3% | 21.3% | 0.75 | 98%  | 98%  | 1.0  |
| 24 Englewood Road     |       |       |      |      |      |      |
| W164 habitable room 1 | 34.6% | 24.4% | 0.71 | 99%  | 99%  | 1.0  |
| W165 habitable room 1 | 35.1% | 24.6% | 0.70 |      |      |      |
| W174 habitable room 2 | 26.5% | 19.7% | 0.74 | 97%  | 97%  | 1.0  |
| 26 Englewood Road     |       |       |      |      |      |      |
| W176 habitable room 4 | 33.2% | 23.7% | 0.71 | 100% | 100% | 1.0  |
| W177 habitable room 4 | 35.2% | 24.7% | 0.7  |      |      |      |
| W178 habitable room 4 | 35.4% | 24.8% | 0.7  |      |      |      |
| W179 habitable room 4 | 36.5% | 26.3% | 0.72 |      |      |      |
| W180 habitable room 4 | 32.5% | 22.5% | 0.69 |      |      |      |
| W186 habitable room 1 | 35.1% | 24.8% | 0.71 | 97%  | 97%  | 1.0  |
| W187 habitable room 2 | 34.1% | 24.1% | 0.71 | 97%  | 97%  | 1.0  |
| W191 habitable room 3 | 16%   | 12.4% | 0.78 | 98%  | 70%  | 0.71 |
| 28 Englewood Road     |       |       |      |      |      |      |
| W195 dining/kitchen 1 | 36.4% | 25.3% | 0.70 | 100% | 100% | 1.0  |
| W196 dining/kitchen 1 | 35.7% | 25.3% | 0.71 |      |      |      |

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|------------------------------|--|----------------|-------|-------|------|------|-----|------|-------------------|--|--|--|--|--|--|-----------------------|-----|-------|------|-----|-----|------|-----------------------|-----|-----|------|------|------|-----|--|
|                              | <table border="1"> <tbody> <tr> <td>W202 bedroom 1</td> <td>37.7%</td> <td>29.7%</td> <td>0.79</td> <td>99%</td> <td>66%</td> <td>0.67</td> </tr> <tr> <td>30 Englewood Road</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>W207 habitable room 1</td> <td>36%</td> <td>26.4%</td> <td>0.73</td> <td>99%</td> <td>92%</td> <td>0.93</td> </tr> <tr> <td>W209 habitable room 2</td> <td>35%</td> <td>26%</td> <td>0.74</td> <td>100%</td> <td>100%</td> <td>1.0</td> </tr> </tbody> </table>   | W202 bedroom 1 | 37.7% | 29.7% | 0.79 | 99%  | 66% | 0.67 | 30 Englewood Road |  |  |  |  |  |  | W207 habitable room 1 | 36% | 26.4% | 0.73 | 99% | 92% | 0.93 | W209 habitable room 2 | 35% | 26% | 0.74 | 100% | 100% | 1.0 |  |
| W202 bedroom 1               | 37.7%  | 29.7%          | 0.79  | 99%   | 66%  | 0.67 |     |      |                   |  |  |  |  |  |  |                       |     |       |      |     |     |      |                       |     |     |      |      |      |     |  |
| 30 Englewood Road            |  |                |       |       |      |      |     |      |                   |  |  |  |  |  |  |                       |     |       |      |     |     |      |                       |     |     |      |      |      |     |  |
| W207 habitable room 1        | 36%  | 26.4%          | 0.73  | 99%   | 92%  | 0.93 |     |      |                   |  |  |  |  |  |  |                       |     |       |      |     |     |      |                       |     |     |      |      |      |     |  |
| W209 habitable room 2        | 35%  | 26%            | 0.74  | 100%  | 100% | 1.0  |     |      |                   |  |  |  |  |  |  |                       |     |       |      |     |     |      |                       |     |     |      |      |      |     |  |
| Page 42,<br>Paragraph 8.5.12 | <p>Paragraph 8.5.12 is replaced with the following:</p> <p><u>26 Englewood Road</u></p> <p><i>A number of windows on this property do not pass the VSC test and one does not pass the NSL test. However, the impact from the loss of daylight would be minor in all cases. The Council's independent daylight and sunlight consultant has reviewed and considers the impact to be minor in nature.</i></p>   | No             |       |       |      |      |     |      |                   |  |  |  |  |  |  |                       |     |       |      |     |     |      |                       |     |     |      |      |      |     |  |
| Page 43,<br>Paragraph 8.5.27 | <p>Insert new paragraph and renumber paragraph 8.5.27 as follows:</p> <p><b><u>New paragraph 8.5.27</u></b></p> <p><b><u>1-15 Anchor Mews</u></b></p> <p><b>The proposed building would be situated over 32m from the nearest rear elevation at 15 Anchor Mews. This separation distance is considered adequate to ensure there would not be an unacceptable loss of privacy or overlooking.</b></p>   | No             |       |       |      |      |     |      |                   |  |  |  |  |  |  |                       |     |       |      |     |     |      |                       |     |     |      |      |      |     |  |
| Page 44,<br>Paragraph 8.5.32 | <p>Amend paragraph 8.5.32 as follows:</p> <p><u>1-15 Anchor Mews</u></p> <p><b>The proposed building would be situated over 32m from the nearest rear elevation at 15 Anchor Mews. This separation distance is considered adequate to ensure there would not be any loss of outlook or an undue sense of enclosure experienced by the occupiers.</b> The proposed development includes the relocation of a 2.5m high acoustic fence at the rear of the dwellings at 1-15 Anchor Mews. At present the acoustic fence is positioned 5m away from the rear elevations of 1-15 Anchor Mews. This is to be reduced to 3m to provide room for the new 2m wide footpath between Clapham Common South Side and the application site. The proposed acoustic fence would be approximately 2.5m in height and located 3m from the rear facing windows of 1-15 Anchor Mews. Given that the ground floor rear facing windows of 1-15 Anchor Mews are all secondary windows, it is not considered that there would be any unacceptable</p> | No             |       |       |      |      |     |      |                   |  |  |  |  |  |  |                       |     |       |      |     |     |      |                       |     |     |      |      |      |     |  |

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|                              | enclosure to these properties. A condition shall be imposed (no.47) to ensure details of the acoustic barrier are submitted to and approved in writing by the Council.  |    |
| Page 42,<br>Paragraph 8.5.19 | Amend paragraph 8.5.19 as follows:<br><br>Window 184 is one of 8 south facing windows serving the <b><u>conservatory (approved in 1998 under planning ref: 98/00682/FUL)</u></b> and the other 7 windows surpass the sunlight to windows test, this window will therefore receive satisfactory levels of sunlight. <i>The independent review of Chancery Group confirms that the readings taken from the conservatory extension would be acceptable and in accordance with BRE methodology.</i>   | No |
| Page 50,<br>Paragraph 8.8.19 | Amend paragraph 8.8.19 as follows:<br><br>Given the limited servicing requirements of the residential units, it is considered that there would be no unacceptable conflict and the proposed development would not have an adverse impact upon the safe operation of the private access road and highway. Regarding the front gates to the private access road, the applicant has advised that the vehicles could either be accessed by a buzzer/code system or the gate being left open at particular times of the <b><u>during the</u></b> day for deliveries <b><u>which is likely to be from 7am to 7pm. A condition (condition 47) is recommended to ensure the development remains open during the day between the hours stated.</u></b> The vehicles would be able to wait for brief periods of time within the car parking area of the development as there is sufficient space for short stay parking and turning area for vehicles to exit the site. The submitted service and delivery plan is considered acceptable by the Council's Transport Officers. | No |
| Page 45,<br>Paragraph 8.7.6  | Amend paragraph 8.7.6 as follows:<br><br>The proposed development involves the removal of 10 Category C trees and a shrub. These are to be replaced with 13 high quality trees. <b><u>The proposed tree strategy is outlined on pages 20-21 of the Landscape Design Report. It includes a range of Silver Birch, Double Gean, Szechuan Strawberry, Staghorn and Ornamental Pear trees to provide cover in all seasons. These trees can be planted as mature specimens. Further details of the soft landscaping scheme will be secured via Condition 19.</u></b><br>All other trees on or adjacent to the site will be retained and protected according to BS5837: 2012 throughout the works. The Council's Arboricultural Officer has advised that these trees are of low amenity value to the surrounding area and the proposal includes replacement tree planting. As such, the proposals comply with the requirements of Policy Q10 of the LLP.  | No |
| Page 53,<br>Paragraph 8.8.28 | Amend paragraph 8.8.28 as follows:<br><br>The proposal would provide refuse and recycling stores for building blocks A and C at ground floor level and a storage area adjacent to the disabled parking bays for block B. It is proposed for a private waste collection  | No |

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|  | <p><b>with smaller vehicle sizes</b> to operate at the site <b>due to the height of the undercroft access via Maud Chadburn Place would restrict Council waste vehicles from entering the site.</b> The applicant has contacted a private waste collection company who have confirmed they have a suitable vehicle and that they would be able to collect the waste. Full details of the refuse and recycling storage for the proposed residential development would be secured by condition.</p>  |     |
| Page 49, Paragraph 8.8.6                     | <p>Amend paragraph 8.8.6 as follows:</p> <p>8.8.6 An alternative pedestrian access point would also be provided adjacent to the vehicular access. Please see figure 26. <b><u>This access would be gated and there would be some negotiation with vehicles using the access road. The gates would remain open from 7am to 7pm and shut at night for security. There would be buzzer access provided. A condition (condition 47) is recommended to ensure the development remains open during the day between the hours stated.</u></b></p>   |     |
| Page 61, Appendix 1, 'Draft Decision Notice' | <p>Amend Condition 3 and 4 to include NHS consultation from applicant</p> <p>Condition 3:</p> <p><i>No demolition or development shall commence until full details of the proposed mitigation measures for impact on air quality and dust emissions, in the form of an Air Quality and Dust Management Plan (AQDMP), have been submitted to and approved in writing by the local planning authority. In preparing the AQMDP the applicant should follow the guidance on mitigation measures for Low Risk sites set out in Appendix 7 of the Control of Dust and Emissions during Construction and Demolition SPG 2014 for earthworks, construction and trackout and Medium Risk for demolition. Both 'highly recommended' and 'desirable' measures should be included. The AQDMP can form part of the Method of Construction Statement. The AQDMP shall include the following for each relevant phase of work (demolition, earthworks, construction and trackout):</i></p> <p><i>a) A summary of work to be carried out;</i><br/> <i>b) Proposed haul routes, location of site equipment including supply of water for damping down, source of water, drainage and enclosed areas to prevent contaminated water leaving the site;</i><br/> <i>c) Inventory and timetable of all dust and NOx air pollutant generating activities;</i><br/> <i>d) List of all dust and emission control methods to be employed and how they relate to the AirQuality (Dust) Risk Assessment;</i><br/> <i>e) Details of any fuel stored on-site;</i><br/> <i>f) Details of a trained and responsible person on-site for air quality (with knowledge of pollution monitoring and control methods, and vehicle emissions);</i></p> | Yes |

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|  | <p>g) Summary of monitoring protocols and agreed procedure of notification to the local authority <b><u>and the NHS for Minnie Kidd House;</u></b></p> <p>h) A log book for action taken in response to incidents or dust-causing episodes and the mitigation measure taken to remedy any harm caused, and measures employed to prevent a similar incident reoccurring.</p> <p><b><u>i) details of consultation with the NHS</u></b></p> <p>No demolition or development shall commence until all necessary precommencement measures described in the AQDMP have been put in place and set out on site. The demolition and development shall thereafter be carried out and monitored in accordance with the details and measures approved in the AQDMP.</p> <p>Reason: Development must not commence before this condition is discharged to manage and mitigate the impact of the development on the air quality and dust emissions in the area and London as a whole, and to avoid irreversible and unacceptable damage to the environment (London Plan policies 5.3 and 7.14, and the London Plan SPGs for Sustainable Design and Construction and Control of Dust and Emissions during Construction and Demolition).</p> <p>Condition 4:</p> <p>No development shall commence until full details of the proposed demolition and construction methodology, in the form of a Method of Construction Statement, have been 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"> <li>a) The notification of neighbours with regard to specific works and a named contact point;</li> <li>b) Advance notification of road closures;</li> <li>c) Details regarding parking, deliveries, and storage;</li> <li>d) Details regarding dust mitigation;</li> <li>e) Details of measures to prevent the deposit of mud and debris on the public highway;</li> <li>f) Details of coordination with surrounding developments and their construction timelines;</li> <li>g) Details of measures to protect the street trees during the demolition and construction periods;</li> <li>h) Details of delivery times, with strategies to minimise disruption to the local road network particularly during peak hours and avoid conflicts with pedestrians and traffic at the beginning and end of the school day; and</li> <li>i) Any other measures to mitigate the impact of demolition and construction upon the amenity of the area and the function and safety of the highway network.</li> </ul> <p><b><u>j) details of consultation with the NHS</u></b></p> <p>No development shall commence until provision has been made to accommodate all site operatives', visitors' and construction vehicles loading, offloading, parking and turning within the site or otherwise during</p> |  |
|--|--|--|


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|   | <p><i>the construction period in accordance with the approved details. The development shall thereafter be carried out in accordance with the details and measures approved in the Method of Construction Statement.</i></p> <p><i>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 7.14 of the London Plan (2016) and T6 and T8 of the London Borough of Lambeth Local Plan (2015))</i></p>   |  |
| <p>Page 67 and 68<br/>Appendix 1, 'Draft Decision Notice'</p> | <p>Amend Condition 35 (Detailed construction drawings) and Condition 38 (Details of boundary wall, gates, ground floor amenity spaces to be submitted) to include details of acoustic fence as follows:</p> <p>Condition 35:</p> <p><i>Prior to the commencement of the relevant works and notwithstanding the details shown on the drawings hereby approved, detailed construction drawings of all external elevations (at scale 1:10) including the following items shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out other than in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.</i></p> <ul style="list-style-type: none"> <li><i>(a) Detailed elevations showing brick and mortar detailing at scale 1:10;</i></li> <li><i>(b) Details of windows (including technical details, opening methods, elevations, reveal depths, plans and cross sections);</i></li> <li><i>(c) Details of terraces and balconies (including soffits), balustrades and privacy screens;</i></li> <li><i>(d) Details of entrances, canopies and doors (including technical details, elevations, surrounds, reveal depths, plans and sections);</i></li> <li><i>(e) Details of roof treatments, cills and parapets;</i></li> <li><i>(f) Details of rainwater goods (including locations and fixings)</i></li> <li><i>(g) Details of boundary treatments including external walls, and internal and external fences and gates;</i></li> <li><i>(h) Details of external furniture to the residential communal terraces</i></li> <li><i>(i) Details of vents (to be in conventional airbricks), extracts, flues, plant equipment and ducts</i></li> <li><i>(j) Details of mail lockers</i></li> <li><i>(k) Details of hard and soft landscaping (including maintenance plan and details of play equipment)</i></li> <li><i>(l) Details of signage to the residential development</i></li> <li><b><u>(m) Details of acoustic barrier</u></b></li> </ul> <p><i>Reason: To ensure that the external appearance of the building is satisfactory (Policies Q2, Q7 and Q8 of the London Borough of Lambeth Local Plan 2015)</i></p> | <p>Yes, amend conditions 35 and 38</p> |

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|  | <p>Condition 38:</p> <p><i>Prior to their construction or installation, details of the siting and design of all proposed boundary walls, <b>acoustic barrier</b>, gates and/or fencing the site boundaries and private ground floor amenity spaces shall be submitted to and approved in writing by the Local Planning Authority. Such walls, gates or fencing as may be approved shall be erected prior to the first occupation of the development unless the prior written approval of the Local Planning Authority to any variation has been obtained.</i></p> <p><i>Reason: To ensure a satisfactory appearance and standard of amenity of the site; to prevent unacceptable harm to the amenity of neighbouring properties and; to minimise the opportunities for crime (Policies Q2, Q3, Q5, Q6, Q7, Q8, Q9 and Q15 of the Lambeth Local Plan (2015))</i></p> |   |
| Page 69, Appendix 1, 'Draft Decision Notice' | <p>Add new condition 47 (Gated Access)</p> <p>Condition 47:</p> <p><i>The gates into the application site from Maud Chadburn Place shall be kept open and unlocked between the hours of 7:00 hours and 22:00 hours every day.</i></p> <p><i>Reason: To ensure that the proposed development does not prejudice the appearance of the development and the visual amenities and character of the locality and; to minimise the opportunities for crime (Policies Q3, Q5, Q6, Q7, Q8, Q9 and Q15 of the Lambeth Local Plan (2015))</i></p>   | Yes   |
| Pages 43, 60 and 69, Condition 41            | <p>18 Englewood Road has a rear conservatory that extends into the rear garden and close to the shared property boundary with the application site. This conservatory was incorrectly omitted as part of the loss of privacy assessment at paragraphs 8.5.22 to 8.5.24 of the officer report. The impact to this conservatory is now assessed below.</p> <p>The proposed development would have windows that would be within close proximity (14.9m) of this conservatory. The conservatory is already overlooked by neighbouring properties, but the applicant has agreed for the closest proposed windows to the conservatory to be installed with opaque glazing and fixed shut to a height of 1.7m. In total, all of the windows to be treated to prevent unacceptable overlooking are highlighted with a red outline in the elevation below.</p>               | Yes, insert a new plan reference number and replace condition 41. |

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|                                    |  <p>1 North Elevation<br/>1:100</p> <p>To achieve this outcome, the following reference is to be added to the list of approved drawings in the decision notice:</p> <p><i>17014 P3-101 rev P7 (window mark-up)</i></p> <p>In addition, Condition 41 is replaced with the following condition:</p> <p><i>Prior to the first occupation of the development hereby approved, the windows marked in red on the approved drawing with reference number 17014 P3-101 rev P7 (window mark-up) shall be permanently fixed shut, and shall be fitted with obscure glass or obscure glazing film over the entirety of the glass, to a minimum level of obscurity equivalent to Pilkington Texture Glass Level 3, and shall be retained as such for the duration of the development</i></p> <p><i>Reason: To protect the amenities of adjoining occupiers (policy Q2 of the London Borough of Lambeth Local Plan (2015)).</i></p> |           |
| <p>Page 33-34,<br/>Section 8.3</p> | <p>The following information is provided about Policy Q14 of the Lambeth Local Plan 2015.</p> <p>Policy Q14 is not relevant to the assessment of the proposed development. Policy Q14 (a) to (d) apply to gardens - the application site is not a garden. Policy Q14 (e) applies to redevelopment of previously developed backland sites (outbuildings, garage blocks etc.). The application site has not been previously developed with a building and therefore part (e) does not apply.</p>   | <p>No</p> |



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|  | <p>In addition, back-land development is not defined in the Lambeth Local Plan 2015, but is defined on the Planning Portal website as follows:</p> <p><i>“Development of ‘landlocked’ sites behind existing buildings, such as rear gardens and private open space, usually within predominantly residential areas. Such sites often have no street frontages.”</i></p> <p>The proposed development is not considered to form a backland site for the purposes of Policy Q14 given that these are generally small landlocked sites which are behind and separate from frontage buildings. In contrast, the application site forms part of the eastern part of a larger site. The application site is part of the same plot associated with a supermarket, and is located at the end of Maud Chadburn Place which provides appropriate access and has a direct street frontage.</p> <p>Nonetheless, officers provide the following assessment of the development against Policy Q14 (e).</p> <table border="1" data-bbox="448 702 1724 1353"> <thead> <tr> <th data-bbox="448 702 869 734"><b>Policy Q14 (e)</b></th> <th data-bbox="869 702 1724 734"><b>Officer response</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="448 734 869 1013">(i) the replacement buildings are sited to maintain or improve upon existing neighbour relationships;</td> <td data-bbox="869 734 1724 1013"> <p>The proposed development does not include any replacement buildings, therefore this requirement is not relevant.</p> <p>Officers do acknowledge that the proposed development would impact the amenity of adjoining properties, and this is discussed in detail in Section 8.5 of the officer report and within this addendum. However, it is the view of officers that any impact would not be unacceptable, can be appropriately mitigated and would not be grounds for refusal of the application.</p> </td> </tr> <tr> <td data-bbox="448 1013 869 1197">(ii) any increases in height (in relation to existing development on the site) will not have any adverse impact;</td> <td data-bbox="869 1013 1724 1197"> <p>Officers do acknowledge that the proposed development would impact the amenity of adjoining properties, and this is discussed in detail in Section 8.5 of the officer report and within this addendum. However, it is the view of officers that any impact would not be unacceptable, can be appropriately mitigated and would not be grounds for refusal of the application.</p> </td> </tr> <tr> <td data-bbox="448 1197 869 1353">(iii) forms and heights remains subordinate to its built context</td> <td data-bbox="869 1197 1724 1353"> <p>The building is considered to have an appropriate scale and massing where the proposed building has been designed to provide a smooth transition in building height and mass between the 5-storey Cooper Building to the west, and the 2-3 residential buildings to the north, east and south. This is discussed in detail in Section 8.3 of the report.</p> </td> </tr> </tbody> </table> | <b>Policy Q14 (e)</b> | <b>Officer response</b> | (i) the replacement buildings are sited to maintain or improve upon existing neighbour relationships; | <p>The proposed development does not include any replacement buildings, therefore this requirement is not relevant.</p> <p>Officers do acknowledge that the proposed development would impact the amenity of adjoining properties, and this is discussed in detail in Section 8.5 of the officer report and within this addendum. However, it is the view of officers that any impact would not be unacceptable, can be appropriately mitigated and would not be grounds for refusal of the application.</p> | (ii) any increases in height (in relation to existing development on the site) will not have any adverse impact; | <p>Officers do acknowledge that the proposed development would impact the amenity of adjoining properties, and this is discussed in detail in Section 8.5 of the officer report and within this addendum. However, it is the view of officers that any impact would not be unacceptable, can be appropriately mitigated and would not be grounds for refusal of the application.</p> | (iii) forms and heights remains subordinate to its built context | <p>The building is considered to have an appropriate scale and massing where the proposed building has been designed to provide a smooth transition in building height and mass between the 5-storey Cooper Building to the west, and the 2-3 residential buildings to the north, east and south. This is discussed in detail in Section 8.3 of the report.</p> |  |
|--|---|-----------------------|-------------------------|---|--|--|--|--|---|--|
| <b>Policy Q14 (e)</b>  | <b>Officer response</b>   |                       |                         |   |  |  |  |  |   |  |
| (i) the replacement buildings are sited to maintain or improve upon existing neighbour relationships;            | <p>The proposed development does not include any replacement buildings, therefore this requirement is not relevant.</p> <p>Officers do acknowledge that the proposed development would impact the amenity of adjoining properties, and this is discussed in detail in Section 8.5 of the officer report and within this addendum. However, it is the view of officers that any impact would not be unacceptable, can be appropriately mitigated and would not be grounds for refusal of the application.</p>  |                       |                         |   |  |  |  |  |   |  |
| (ii) any increases in height (in relation to existing development on the site) will not have any adverse impact; | <p>Officers do acknowledge that the proposed development would impact the amenity of adjoining properties, and this is discussed in detail in Section 8.5 of the officer report and within this addendum. However, it is the view of officers that any impact would not be unacceptable, can be appropriately mitigated and would not be grounds for refusal of the application.</p>  |                       |                         |   |  |  |  |  |   |  |
| (iii) forms and heights remains subordinate to its built context   | <p>The building is considered to have an appropriate scale and massing where the proposed building has been designed to provide a smooth transition in building height and mass between the 5-storey Cooper Building to the west, and the 2-3 residential buildings to the north, east and south. This is discussed in detail in Section 8.3 of the report.</p>   |                       |                         |   |  |  |  |  |   |  |

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|--|--|---|--|
|  | <p>(iv) existing accesses are maintained and adequately provides pedestrian access, vehicle turning and access for fire appliances</p> | <p>The access from Maud Chadburn Place would remain as existing and the Tesco car park would be reconfigured and reduced in accordance with the planning permission granted under LB ref: 19/02678/FUL.</p> <p>A new walkway along the south of Maud Chadburn Place would provide improved and more attractive access to the site for pedestrians.</p> <p>The layout of the site has been designed to ensure that emergency vehicles such as Fire Appliances and Ambulances can access the site. Swept path analysis has been undertaken to demonstrate that these vehicles can access and egress via the car park and has been provided in the Transport Assessment. It has been reviewed by Lambeth's Transport Officers and is considered acceptable.</p>  |  |
|  | <p>(v) access arrangements will cause no nuisance.</p>   | <p>The access arrangements will largely remain as existing and would not cause nuisances as demonstrated in the technical reports submitted with the planning application. Any noise from future residents of this development would be domestic in nature only which is considered appropriate for the residential setting of the application site. The car free development would result in lower number of vehicles entering the site.</p> <p>The Council's Regulatory Services have reviewed the Noise Assessment Report and plant details which are considered to have a low impact at the nearest noise receptors. The Construction Management Plan and Traffic Assessment Plan are considered to address issues that may arise from the construction phase of the development.</p> <p>The proposal would maintain an acoustic barrier adjacent to Anchor Mews.</p> |  |

**Summary of Conditions**

1. 3 year expiry
2. In accordance with approved plans

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

3. Air Quality and Dust Management Plan
4. Method of Construction Statement
5. Obscure glazed privacy screening to secondary windows
6. No non-road mobile machinery
7. Land Contamination investigation
8. Contamination remediation strategy
9. Contamination during development to be reported
10. No Piling without written consent
11. Surface Water drainage
12. Asbestos survey
13. SuDs strategy
14. Surface water management plan
15. Details of Green roof
16. Maintenance and replacement of planting within Green roof
17. Approved Tree protection plan to be implemented
18. Arboricultural Method Statement
19. Soft Landscaping details
20. Soft landscaping maintenance and replacement of planting
21. Detailed landscape management plan
22. Details of Children's play area
23. Implement approved Energy and Sustainability Statement
24. As Built SAP calculations
25. Details of gas boilers
26. Sustainability – demonstrate 35% reduction in CO2 emissions achieved
27. Internal water calculations
28. Wheelchair accessible dwellings
29. Secured by Design
30. Secured by Design
31. Waste and recycling storage details
32. Mitigation measures to be carried out in accordance with approved Ecological Impact Assessment Report
33. No satellite, plantwork, telecommunications to be installed
34. Cycle parking provision details
35. Detailed construction drawings
36. Materials sample
37. No external plumbing or pipework
38. Details of boundary wall, gates, ground floor amenity spaces to be submitted
39. Privacy screen details
40. External lighting scheme

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

41. Obscure glazing (northern elevation)
42. Built to approved Ground levels
43. Fire Safety
44. No balcony/use of flat roof
45. Use of local suppliers and recycled materials
46. Site waste management plan
47. Gated access