

PLANNING APPLICATIONS COMMITTEE 14TH JUNE 2022
FIRST ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS

ITEM 3																
Application 21/04767/FUL 146-156 Brixton Hill and 5-6 Waterworks Road London SW2 1SE																
Page Number	Report Changes			Decision Letter Changes												
26	Correction to LAND USE DETAILS table: <table border="1" data-bbox="474 539 1879 791"> <thead> <tr> <th></th> <th>Use Class</th> <th>Use Description</th> <th>Floorspace (sq.m) (Gross Internal Area)</th> </tr> </thead> <tbody> <tr> <td>Existing</td> <td>B2 Sui Generis</td> <td>Vehicle repair garage and tyre fitting centre (Sui Generis)</td> <td>624</td> </tr> <tr> <td></td> <td>B8</td> <td>Storage or distribution.</td> <td>1166</td> </tr> </tbody> </table>				Use Class	Use Description	Floorspace (sq.m) (Gross Internal Area)	Existing	B2 Sui Generis	Vehicle repair garage and tyre fitting centre (Sui Generis)	624		B8	Storage or distribution.	1166	None
	Use Class	Use Description	Floorspace (sq.m) (Gross Internal Area)													
Existing	B2 Sui Generis	Vehicle repair garage and tyre fitting centre (Sui Generis)	624													
	B8	Storage or distribution.	1166													
30	Correction to Para 1.2 – first sentence, to remove reference to incorrect use class. The Site comprises 146-156 Brixton Hill, a vehicle repair garage and tyre fitting centre (B2 Sui Generis); 5-6 Waterworks Road, in Class B8 use (Storage or distribution) and a rear service yard. The Site is therefore considered a non-designated industrial site.			None												
39	Correction to final sentence of the RELEVANT PLANNING HISTORY section, to correct status of previous planning permission (18/00456/FUL). This permission has not been implemented and therefore has expired. but will remain extant until 30 October 2022.			None												
39	Update to Historic England – Archaeology comments, received on the 09/06/2022 No response- No objection. Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, it is concluded that the proposal			Yes, removal of condition 7												

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	is unlikely to have a significant effect on heritage assets of archaeological interest. No further assessment or conditions are therefore necessary.	
39	<p>Update to TfL’s comments to finalise their position on the auditing of the PICADY and LINSIG models.</p> <p>Following further discussions with TFL, they have confirmed that the submitted PICADY and LINSIG modelling is not critical to the assessment given that the development would not have a detrimental impact on the Transport for London Road Network (TLRN). No auditing of the models is therefore necessary.</p>	None
58 & 59	<p>Updated to Para 10.29 – last sentence, to remove the recommendation to impose a condition to secure a Written Scheme of Investigation</p> <p>However, officers still consider it appropriate to impose a condition to secure a Written Scheme of Investigation (condition 7) so as to secure a programme and methodology of site investigation and recording.</p> <p>Greater London Archaeological Advisory Service has confirmed that the site was archaeologically evaluated and, it was found that there is no discernible on-going archaeological interest within the site. It has been recommended that there is no requirement to undertake further archaeology investigations in relation to the current application. As such no further archaeological assessment is necessary.</p>	Yes, removal of condition 7
59	<p>Update to list of public benefits</p> <p>Additional benefit added under the new heading ‘Social’:</p> <p><u>Social</u></p> <ul style="list-style-type: none"> • A financial contribution of £20,000 towards future design/feasibility work relating to Lambeth’s “Road Danger Reduction Long-list” and a future safety scheme along the wider Brixton Hill corridor. 	None
61	<p>Update to Para 11.6 – first sentence, to clarify that concerns were raised by objects</p> <p>Concerns have been raised by objectors with regards to the specific VSC percentage...</p>	None
62	<p>Update to Para 11.21 – first sentence, to clarify the condition reference.</p> <p>In addition, a condition (condition x- 15) would be imposed to ensure that no deliveries to or despatched</p>	None

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	from any part of the premises units E and D and no loading or unloading of goods from any servicing vehicles associated with units E and D outside the following times of 07:00 to 23:00 Monday to Sundays, and 09:00 to 23:00 on Sundays or on Bank or Public Holidays.	
78	<p>Update to Para 16.12, to clarify that the emission control scheme would need to consider all components of the operational phase</p> <p>Due to the flexibility of the proposal, whereby the end-users are unknown at this stage, officers acknowledge that providing a detailed dispersion modelling assessment of potential road traffic emissions would be challenging as the exact number of HGVs <i>and whether motorcycle/scooters will ultimately be used</i> will not be known until tenants have been secured. <i>Additionally, it is unknown whether heating and cooking will be electric or consumer gas appliances as this too would be dependent on the end user.</i> Therefore, a pre-occupation condition (condition 38) is recommended, which requires the applicant to submit, for approval, an emission control scheme, including but not limited to a strategy to limit the number of HGV movements. This would cover the assessment of air pollution from potential HGVs, motorcycle/scooters, gas boilers, gas cookers etc, if those are required by the secured end users. The emission control scheme would have to demonstrate that the fully occupied development will be Air Quality Neutral throughout its operational phase.</p>	None
81	<p>Updated Planning Obligations and CIL section to include estimated CIL figures</p> <p><i>Mayoral Community Infrastructure Levy (CIL)</i></p> <p>19.8 The estimated amount of Mayoral CIL for this development is £70,021.82 in accordance with the Mayor's CIL 2 Charging Schedule (MCIL2) that took effect on 1st April 2019.</p> <p><i>Lambeth Community Infrastructure Levy (CIL)</i></p> <p>19.9 The estimated amount of Lambeth's CIL for this development is £0 in accordance with Lambeth's CIL Charging Schedule that came into force on 1 January 2022.</p> <p>19.10 The actual amount of CIL can only be confirmed once all relevant details are approved, and any relief claimed.</p>	None

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89	<p>Amendment to Appendix 1 – Draft Decision Notice, to remove condition 7</p> <p>7 Prior to commencement of development above ground level, a written scheme of investigation (WSI) shall be submitted to and approved in writing by the local planning authority. For land that is included within the WSI, no development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and:</p> <p>a) The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; and</p> <p>b) The programme for post-investigation assessment and subsequent analysis, publication and dissemination, and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.</p> <p>The WSI will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.</p> <p>Reason: To identify assets of archaeological significance and use this information to avoid harm or minimise it through appropriate mitigation in line with London Plan Policy HC1.</p>	Yes, removal of condition 7
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