

GREATER LONDON AUTHORITY

[REDACTED]
(By email)

Our Ref: MGLA170321-8644

14 May 2021

Dear [REDACTED]

Thank you for your request for information which the Greater London Authority (GLA) received on 16 March 2021. Your request has been dealt with under the Environmental Information Regulations (EIR) 2004.

You asked for:

With regard to the above Planning Application which has now been called in under the Mayor of London Orders, at para 34 of the GLA Stage 2 report (see attached) it states at para 34 that:

34 Since consultation stage GLA officers have engaged in joint discussions with the applicant, the Council and TfL officers with a view to addressing the issues raised at consultation stage (summarised in paragraph 2 above). Furthermore, as part of Lambeth Council's resolution to grant consent, various planning conditions and obligations have been agreed. An update is set out below.

Under the Environmental Information Regulations 2004, I am writing to request that details of the joint discussions held since consultation stage as referred to above are provided, whether these be minutes of meetings held or other records.

Our response to your request is as follows:

Please find attached information (including emails, attachments and documents exchanged between the GLA, the applicant, TfL and LB Lambeth) that the GLA holds within scope of your request. Please note that some names of members of staff are exempt from disclosure under Regulation 13 (Personal information) of the EIR. Information that identifies specific employees constitutes as personal data which is defined by Article 4(1) of the General Data Protection Regulation (GDPR) to mean any information relating to an identified or identifiable living individual. It is considered that disclosure of this information would contravene the first data protection principle under Article 5(1) of GDPR which states that Personal data must be processed lawfully, fairly and in a transparent manner in relation to the data subject

If you have any further questions relating to this matter, please contact me, quoting the reference at the top of this letter.

Yours sincerely

Information Governance Officer

If you are unhappy with the way the GLA has handled your request, you may complain using the GLA's FOI complaints and internal review procedure, available at:

<https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information>

[REDACTED]

From: [REDACTED] <[REDACTED]@tfl.gov.uk>
Sent: 10 July 2020 11:29
To: [REDACTED]@lambeth.gov.uk
Cc: [REDACTED]
Subject: GLA 5276 - 20 - 24 Pope's Road
Attachments: Popes Rd Borough Comments.docx

Hi [REDACTED],

Please see attached TfL's comments regarding the popes road site. Please note the minor change to the paragraph on bus contributions which highlight the mistake made in the stage 1 report. The stage 1 comments mistakenly said that the development would have an impact on the 238 service, which doesn't run in the area, however the contribution requested has stayed the same as the justifications are robust.

Kind regards,

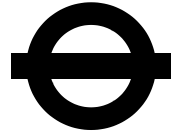
[REDACTED]
[REDACTED]
Assistant Planner | South Area Team | City Planning

[REDACTED] [TfL.gov.uk](mailto:[REDACTED]@tfl.gov.uk)

9th Floor (9B5), 5 Endeavour Square, Westfield Avenue, London E20 1JN

During these unprecedented times we aim to provide our usual planning service with our team working remotely. We will continue to monitor SpatialPlanning@tfl.gov.uk please always cc in this address as well as send direct to individuals.





To: [REDACTED]
From: [REDACTED] Spatial Planning, TfL
Your ref: 20/01347/FUL
Our ref: LMBT/20/83
Date: July 2020

Pope's Road, Brixton, Lambeth– TfL's Stage 1 Comments

Strategic Issues

A contribution should be secured toward bus and cycle hire facilities, totalling £1.125million and £220k respectively. This is to mitigate against negative impacts of the development in the area. Legible London signage should be integrated into the site, with a contribution of £15k from the applicant. Finally, improvements identified in the Active Travel Zone assessment should be brought forward by the applicant.

Context

The site is located on Pope's Road, which forms part of the borough road network. The closest section of the Transport for London Road Network (TLRN) is the A24 Brixton Road which is 160 metres away. The site is served by numerous bus routes within PTAL walking distance alongside Brixton (London Underground & National Rail) and Loughborough Junction National Rail Station. As such, the Public Transport Access Level (PTAL) of the site is 6b (on a scale of 0 to 6b, where 6b represents the greatest level of access to public transport services).

Trip Generation

The proposed trip generation has been calculated using the TRICS database and 2011 Census data. The applicant has excluded the proposed market space and community from the provided trip generation, stating that these will be secondary, linked trips. This is not accepted, and trip generation for these uses should be provided also to enable their impact to be fully evaluated. The TA should now also consider the [Streetspace for London plan](#) - how to create more space on streets for walking, cycling and social distancing as the pandemic lockdown is lifted. This may be important before, during and after construction.

Based on the provided trip generation, the proposals will have a significant impact on transport services in the area, therefore contributions will be requested to mitigate against this impact. Due to the impact upon bus services in the area, a contribution of £1.125million is requested to fund the provision of additional services in the area. The Stage 1 comments incorrectly stated that the impact of the development was on the 238 bus service, which does not operate in the area. The development will have an impact upon bus services in the am and pm peaks which are at capacity. Therefore, the above funding will be used to provide three return bus journeys to accommodate the extra demand for five years. This has been calculated at £75k per return journey, per year for five years. Furthermore, due to impact of the development on Cycle Hire facilities in the area, and inline with the Mayors Transport Strategy goals to encourage mode shift, a contribution of £220k will be requested to fund additional cycle hire facilities in the area. Specifically, this will be used to provide one cycle hire station of approximately 35 docking points, space should be set aside within the development to accommodate this.

Healthy Streets

The applicant has carried out an Active Travel Assessment, which is welcomed and inline with the Mayors Healthy Streets approach. Two routes have been identified and assessed as part of the ATZ, which has identified numerous issues along the routes, highlighting their non-compliance with the 10 Healthy Streets Indicators. The applicant also notes the high levels of collisions along the routes evaluated. Therefore, inline with the Mayors Healthy Streets (MTS) approach and Vision Zero target, the applicant should work with the LPA and other stakeholders to identify measures that can be brought forward to combat some of these issues as part of this application. It is noted that significant work has already been undertaken by the LB Lambeth and TfL in the area to implement Healthy Streets and Streetspace schemes, notably the widening of pavements on Brixton Road, and the closing of Atlantic Road and surrounding streets to traffic.

Legible London signage should be integrated through the site, to sign post significant local sites, and highlight pedestrian, cycle and public transport modes in the local area. A sum of £15k should be included in the s106 agreement to fund new signage or updated maps in the area.

Car Parking

The proposed development is car free, with the exception of one blue badge parking space, which is welcomed and considered inline with ItP London Plan Policy. The provision of one blue badge parking space is considered unacceptable, inline with ItP London Plan policy T6.5 one blue badge space should be provided for each element of floor space on site. As such, 3 blue badge parking spaces should be provided. Given the small number of spaces to be provided, they must all be equipped with an active electric vehicle charging point. It is noted that the applicant proposed that blue badge parking spaces are secured off site, using a contribution due to the constrained nature of the site.

Cycle Parking

The applicant has proposed a total of 411 cycle parking spaces, in the form of 381 long stay spaces and 30 short stay spaces. Parking for the 2190m² of A1 market space, has been calculated using standards for 50% of the floor space as A1 and 50% as A3 space. Due to the flexible nature of the use class, the applicant should provide the full amount of cycle parking to A1 standard as this ensures , and fully justify any deviation from these standards. The proposals should therefore provide a total of 357 long stay spaces and 74 short stay spaces should be provided. All cycle parking should be provided inline with the London Cycle Design Standards (LCDS), with provision made for larger and adapted cycles. Short stay spaces should be integrated within the sites public realm, with long stay spaces provided in a safe and secure area. The provision of shower and locker facilities as part of the cycle storage is welcomed and contributes toward the MTS targets for mode shift.

Servicing and Construction

It is understood that the applicant proposes to service all uses on site using both Popes road, when pedestrianisation restrictions allow, and Valentia Place. Whilst the analysis undertaken by the applicant shows that there is ample capacity between these roads to service the site, the applicant should address safety concerns surrounding the high volumes of pedestrians and cyclists in the area. Servicing activity should be carefully managed, with full details set out within the applicants Delivery and Servicing Plan (DSP), which should be secured by condition.

A detailed Construction Logistics Plan (CLP) should also be secured by condition and prepared in accordance with TfL's guidance. It is understood that London Underground Infrastructure Protection (LUIP) have been consulted separately as part of the application process. Your highway works in London may now need to be redesigned, delayed or implemented differently due to the Mayor's and TfL's latest plans for social distancing on

streets across the city. Find out more about [Streetspace for London plan](https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/highway-works).
(<https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/highway-works>). These comments do not represent those of LUIP, whose comments should be engaged with separately regarding impacts upon LU assets and construction practices.

Assistant Planner

Email: v_ [Tfl.gov.uk](https://tfl.gov.uk)

[REDACTED]

From: [REDACTED] <[REDACTED]@dp9.co.uk>
Sent: 30 November 2020 10:11
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Popes Road
Attachments: 20206774 (5276) GLA Queries_HDR responses 27112020.xlsx; 20206774 (5276) GLA Queries_HDR responses 27112020_attachments.zip

[REDACTED]

Further to your email below, please find attached responses to the energy queries.
You should now have everything you need for the stage 2 report.

Kind regards

[REDACTED]
Associate Director

e-mail: [REDACTED] [dp9.co.uk](mailto:[REDACTED]@dp9.co.uk)

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100 Pall Mall

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From: [REDACTED] <[REDACTED]@london.gov.uk>
Sent: 24 November 2020 20:39
To: [REDACTED] <[REDACTED]@dp9.co.uk>
Cc: [REDACTED] <[REDACTED]@dp9.co.uk>; [REDACTED] <[REDACTED]@dp9.co.uk>
Subject: RE: Popes Road

Hi [REDACTED]
Thank you for this.

I have all the information I need on the land use principles, UD, heritage and package of public benefits of the scheme without the draft legal agreement (as discussed with [REDACTED])

There are outstanding environmental matters that should be addressed in advance of the referral. Please see the comments below from the environment team and the attached energy comments.

- Insufficient information has been submitted in relation to the proposed surface water drainage system to demonstrate the development will comply with London Plan Policy 5.13 and draft Policy SI.13. An updated surface water drainage strategy with the required level of detail should be submitted.
- A drawing showing the UGF surface cover types and supporting calculation was requested and should be provided.

I'm also awaiting a response from TfL on the responses to the transport issues.

Lambeth have been in touch and we have advised we are willing to work with all parties with a view to delivering a stage 2 decision prior to Christmas, with that said, and noting there are decision meetings scheduled for 14 December and 21 December, a referral this Friday may be a little premature.

I'll chase TfL to provide comments on the submitted material, can you provide responses on the above please.
Happy to discuss further if required.

Kind regards

Principal Strategic Planner, Development Management

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City Hall, The Queen's Walk, London SE1 2AA

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From: <> dp9.co.uk

Sent: 24 November 2020 17:55

To: <> london.gov.uk

Cc: <> dp9.co.uk; <> dp9.co.uk

Subject: RE: Popes Road

How are you getting on with the review of the material? Please let us know if there is anything further you need.

has spoken to regarding the community space. How this is proposed to be run is set out within the planning statement (s) and the last addendum from the council (I have attached just in case you don't have it). If there is anything particular you need please let me know.

We would like to get the stage referral out on Friday and so it would be great to get an update on your timings.

Many thanks

Associate Director

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From: <> london.gov.uk

Sent: 23 November 2020 14:32

To: <> dp9.co.uk

Cc: <> dp9.co.uk

Subject: RE: Popes Road

Hi

Yes, I was able to access all the documents. I'll be in touch with our comments shortly.

Kind regards

From: <> dp9.co.uk

Sent: 20 November 2020 09:35

To: <> london.gov.uk

Cc: [REDACTED] <[REDACTED]@dp9.co.uk>

Subject: RE: Popes Road

Dear [REDACTED]

I hope you're well? I just tried to call but couldn't get through unfortunately.

Can you confirm you received the below and were able to open and review the addendum documents?

Please let me know if there's anything further you require for the Stage 2 response.

Many thanks.

All the best,

[REDACTED]
Assistant Planner

direct: 020 [REDACTED]

mobile: [REDACTED]

e-mail: [REDACTED]@dp9.co.uk

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From: [REDACTED]

Sent: 17 November 2020 11:43

To: [REDACTED] <[REDACTED]@london.gov.uk>

Cc: [REDACTED] <[REDACTED]@dp9.co.uk>

Subject: RE: Popes Road

Hi [REDACTED]

No problem, please find below a link to the second addendum pack we submitted to Lambeth:

<https://www.dropbox.com/s/gu849eo8b1xnu3t/Pope%27s%20Road%20Addendum%202%281.0%29.zip?dl=0>

Do let us know if any questions arise.

Best

[REDACTED]
Assistant Planner

direct: 020 [REDACTED]

mobile: [REDACTED]

e-mail: [REDACTED]@dp9.co.uk

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From: [REDACTED] <[REDACTED]@london.gov.uk>

Sent: 17 November 2020 10:39

To: [REDACTED] <[REDACTED]@dp9.co.uk>

Subject: RE: Popes Road

Thanks [REDACTED]

I'll get back to you with our response once I've liaised with colleagues in TfL and our environment team.

Can you forward me the documents for the latest amendments.

Thanks

Principal Strategic Planner, Development Management

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From: [REDACTED] <[REDACTED]@dp9.co.uk>

Sent: 17 November 2020 10:02

To: [REDACTED] <[REDACTED]@london.gov.uk>

Cc: [REDACTED] <[REDACTED]@dp9.co.uk>; [REDACTED] <[REDACTED]@london.gov.uk>

Subject: RE: Popes Road

Dear [REDACTED]

Further to my email below, please find attached an updated version of our Stage 1 response with Item 12 now completed and small wording updates provided on Items 11 and 14.

Do let us know if you have any queries.

All the best,

[REDACTED]
Assistant Planner

direct: 020 [REDACTED]

mobile: [REDACTED]

e-mail: [REDACTED]@dp9.co.uk

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From: [REDACTED]

Sent: 16 November 2020 12:02

To: [REDACTED] <[REDACTED]@london.gov.uk>

Cc: [REDACTED] <[REDACTED]@dp9.co.uk>; [REDACTED] <[REDACTED]@london.gov.uk>

Subject: RE: Popes Road

Dear [REDACTED]

I hope you're well?

Further to your email below, I attach a schedule of our responses to Stage 1 queries raised. You'll note that there is a placeholder under item 12, which we will follow up on today as we are just awaiting some final models from our energy consultant.

Please let us know if you have any queries.

All the best,

Assistant Planner

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From: <> dp9.co.uk

Sent: 09 November 2020 11:20

To: <> dp9.co.uk

Cc: <> dp9.co.uk

Subject: Popes Road

Hi

Hope you are well.

I note that Pope's Road was approved by Lambeth committee last week. Congrats on getting that through.

Can you update me on where you are with the s106 negotiations with Lambeth?

I note we discussed the case and the proposed amendments, which were submitted after the stage 1 response was issued (I also note that further amendments were made after this), but we did not receive a formal response to issues raised in the stage 1, particularly in relation to urban design, climate change and transport. Are you able to provide a response on these matters to close out any issues in advance of the stage 2 referral?

Thanks

Principal Strategic Planner, Development Management

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The Mayor and the GLA stand against racism. Black Lives Matter.

- 1 **Draft London Plan:** The Mayor has published his Intend to Publish version of the new London Plan which includes new carbon, energy and heat risk policies (See Policies SI 2, SI 3 and SI 4). Please ensure that you are aware of these new policies in preparation for submitting your planning application. The latest status of the draft new London Plan can be found here: <https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/what-new-london-plan>.

- 2 **Guidance:** Applicants should follow the GLA Energy Assessment Guidance 2018 (https://www.london.gov.uk/sites/default/files/energy_assessment_guidance_2018_-_update.pdf) which sets out the information that should be provided within the energy assessment to be submitted at Stage 1. Please note that an updated 2020 version of this guidance has been published on the GLA's website in draft form which aligns with the new London Plan carbon, energy and heat risk policies (https://www.london.gov.uk/sites/default/files/gla_energy_assessment_guidance_april_2020.pdf). Applicants should ensure they are familiar with the new guidance in preparation for submitting their planning application.

- 3 The following comments summarise key points for you to be aware of in progressing your energy strategy, but you should refer to the guidance for full details.

Net zero carbon target

- 4 The Mayor's draft London Plan requires all major developments (residential and non-residential) to meet his **net-zero carbon target**. This should be met with a minimum on-site 35% reduction in carbon emissions beyond Part L of 2013 Building Regulations with any carbon shortfall to net zero being paid into the relevant borough's carbon offset fund.

- 5 Applicants should submit a completed **Carbon Emissions Reporting spreadsheet** (<https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/pre-planning-application-meeting-service-0>) alongside their Stage 1 application to confirm the anticipated carbon performance of the development and should clearly set out the carbon emission factors they are proposing to use in their energy assessment. Although results for both sets of carbon emission factors should be submitted, applicants are encouraged to use the SAP 10.0 carbon emission factors for referable applications when estimating CO2 emission performance against London Plan policies. However, for developments in Heat Network Priority Areas with the potential to connect to a planned or existing district heating network (DHN) the SAP 2012 emission factors may be used provided that the heat network operator has developed, or is in the process of developing, a strategy to decarbonise the network which has been agreed with the GLA.

- 6 The carbon emission figures should be reported against a Part L 2013 baseline. Sample SAP full calculation worksheets (both DER and TER sheets) and BRUKL sheets for all stages of the energy hierarchy should be provided to support the savings claimed.

Be Lean Demand Reduction

- Applicants are expected to meet the London Plan energy efficiency targets:
- 7
- **Residential** – at least a 10% improvement on 2013 Building Regulations from energy efficiency
 - **Non-residential** – at least a 15% improvement on 2013 Building Regulations from energy efficiency

- 8 Applicants will be expected to consider and minimise the estimated energy costs to occupants and outline how they are committed to protecting the consumer from high prices. See the guidance for further detail.

Cooling and Overheating

- 9 The Good Homes Alliance (GHA) Early Stage Overheating Risk Tool (<https://goodhomes.org.uk/wp-content/uploads/2019/07/GHA-Overheating-in-New-Homes-Tool-and-Guidance-Tool-only.pdf>) should be submitted to the GLA alongside the Stage 1 application, if this was not submitted at pre-application stage, to identify potential overheating risk and passive responses early in the design process.

- 10 Evidence should be provided on how the demand for cooling and the overheating risk will be minimised through passive design in line with the cooling hierarchy. Dynamic overheating modelling in line with CIBSE Guidance should be carried out (TM59 for residential and TM52 for non-residential) for all TM49 weather scenarios.

11	The area weighted average (MJ/m ²) and total (MJ/year) cooling demand for the actual and notional building should be provided and the applicant should demonstrate that the actual building's cooling demand is lower than the notional.
Be Clean Heating Infrastructure	
12	The applicant should investigate opportunities for connection to nearby existing or planned district heating networks (DHNs). Where such opportunities exist, this should be the priority for supplying heat to the site in line with the London Plan heating hierarchy. Evidence of this investigation should be provided including evidence of active two-way communication with the network operator, the local authority and other relevant parties. This should include information on connection timescales and confirmation that the network has available capacity. See the guidance for full details on the information that should be provided.
13	The site should be provided with a single point of connection and a communal heating network where all buildings/uses on site will be connected. Relevant drawings/schematics demonstrating the above should be provided.
14	The applicant should provide evidence confirming that the development is future proofed for connection to wider district networks now or in the future, where an immediate connection is not available.
15	Where a DHN connection is not available, either now or in the future, applicants should follow the London Plan heating hierarchy to identify a suitable communal heating system for the site.
16	The draft London Plan limits the role of CHP to low-emission CHP and only in instances where it can support the delivery of an area-wide heat network at large, strategic sites. Applicants proposing to use low-emission CHP will be asked to provide sufficient information to justify its use and strategic role while ensuring that the carbon and air quality impact is minimised.
Be Green Renewable Energy	
17	All major development proposals should maximise opportunities for renewable energy generation by producing, using and storing renewable energy on-site. This is regardless of whether the 35% on-site target has already been met through earlier stages of the energy hierarchy.
18	Solar PV should be maximised. Applicants should submit the total PV system output (kWp) and a plan showing that the proposed installation has been maximised for the available roof area and clearly outlining any constraints to further PV.
19	<p>Should heat pumps be proposed, applicants will be expected to demonstrate a high specification of energy efficiency measures under be lean, a thorough performance analysis of the heat pump system and, where there are opportunities for DHN connection, that the system is compatible. The detail submitted on heat pumps should include:</p> <ul style="list-style-type: none"> a. An estimate of the heating and/or cooling energy (MWh/annum) the heat pumps would provide to the development and the percentage of contribution to the site's heat loads. b. Details of how the Seasonal Coefficient of Performance (SCOP) and Seasonal Energy Efficiency ratio (SEER) has been calculated for the energy modelling. This should be based on a dynamic calculation of the system boundaries over the course of a year i.e. incorporating variations in source temperatures and the design sink temperatures (for space heat and hot water). c. The expected heat source temperature and the heat distribution system temperature with an explanation of how the difference will be minimised to ensure the system runs efficiently. The distribution loss factor should be calculated based on the above information and used for calculation purposes. d. Whether any additional technology is required for top up or during peak loads (e.g. hot water supply) and how this has been incorporated into the energy modelling assumptions.
Carbon Offsetting	
20	Applicants should maximise carbon emission reductions on-site. Where it is clearly demonstrated that no further carbon savings can be achieved, but the site falls short of the carbon reduction targets, applicants are required to make a cash-in-lieu contribution to the relevant boroughs' carbon offset fund using the GLA's recommended carbon offset price or, where a local price has been set, the borough's carbon offset price.
21	Energy strategies should provide a calculation of the shortfall in carbon emissions and the offset payment that will be made to the borough.
New London Plan policies (for information)	

22	<p>Applicants will be expected to investigate the potential for energy flexibility in new developments, include proposals to reduce the amount of capacity required for each site and to reduce peak demand. The measures followed to achieve this should be set out in their energy assessment. See the 2020 guidance for further details.</p>
23	<p>Applicants will be expected to calculate and reduce whole life-cycle carbon emissions to fully capture the development's carbon footprint. Applicants should submit a whole life-cycle carbon assessment to the GLA as part of the Stage 1 application submission, following the Whole Life-Cycle Carbon Assessment Guidance and using the GLA's reporting template (https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/planning-guidance/whole-life-cycle-carbon-assessments-guidance-pre-consultation-draft). Applicants will also be conditioned to submit a post-construction assessment to report on the development's actual WLC emissions.</p>
24	<p>Applicants will be expected to monitor on their development's energy performance and report on it through an online monitoring portal. Applicants should review the 'Be seen' energy monitoring guidance to ensure that they are fully aware of the relevant requirements to comply with the 'be seen' policy (https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/planning-guidance/be-seen-energy-monitoring-guidance-pre-consultation-draft). A commitment should be provided that the development will be designed to enable post construction monitoring and that the information set out in the 'be seen' guidance is submitted to the GLA's portal at the appropriate reporting stages. This will be secured through suitable legal wording.</p>

Comment No.	GLA Stage I Date: 04/06/2020	Applicant's Stage I response Date: 17/11/20	GLA Post Stage I response Date: 23/11/20	Applicant's Post Stage I response Date: 27/11/20
1	The energy strategy is generally compliant with the London Plan policies however, the applicant is required to submit the additional information, which has been requested below.		This item will be addressed through response to all other items. Nothing further required here.	
2	For the purposes of this assessment, the applicant will be estimating the CO2 emission performance against London Plan policies using the SAP 10 emissions factors. This is supported.		Nothing further required.	
3	The applicant should submit the GLA's Carbon Emission Reporting spreadsheet, which has been developed to allow the use of the updated SAP 10 emission factors alongside the SAP 2012 emission factors. The link to the spreadsheet can be found here: https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/pre-planning-application-meeting-service-0]	No response	The applicant should submit the GLA's Carbon Emission Reporting spreadsheet, which has been developed to allow the use of the updated SAP 10 emission factors alongside the SAP 2012 emission factors. The link to the spreadsheet can be found here: https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/pre-planning-application-meeting-service-0] This item is outstanding.	Spreadsheet based on original Energy Statement attached.
5	Based on the information provided, the non-domestic element of the proposed development is estimated to achieve a reduction of 66.7 tonnes per annum (19%) in regulated CO2 emissions compared to a 2013 Building Regulations compliant development.		Nothing further required.	
8	The area weighted average (MJ/m2) and total (MJ/year) cooling demand for the actual and notional building has been provided and the applicant has demonstrated that the actual building's cooling demand is lower than the notional.		Nothing further required.	
9	The applicant has carried out an investigation and there are no existing or planned district heating networks within the vicinity of the proposed development. They should contact relevant stakeholders including the borough energy officer, local heat network operators and nearby developers and ask whether they know of any local heat network connection opportunities.	No response	The applicant should contact relevant stakeholders including the borough energy officer, local heat network operators and nearby developers and ask whether they know of any local heat network connection opportunities. Evidence of the correspondence should be submitted. This item is outstanding.	<p>The energy statement makes reference to local heat networks in section 4.6.1 'Connection to an area wide network'. A desktop feasibility study was conducted using the GLA London Heat Map to explore connection opportunities within relative proximity to the proposed development. It was identified that the district heating network in Lambeth is approximately 1.3km away when based on an appropriate trenching route as such, this has been deemed unfeasible.</p> <p>The map illustration attached shows the route proceeding northbound from the site onto Brixton Road (A23) then diverting onto Loughborough Road before a connection on Evandale Road.</p>
10	The applicant has provided a commitment that the development is designed to allow future connection to a district heating network. Drawings demonstrating how the site is to be future-proofed for a connection to a district heating network should be provided. This should include a single point of connection to the district heating network.	No response	Drawings demonstrating how the site is to be future-proofed for a connection to a district heating network should be provided. This should include a single point of connection to the district heating network. This item is outstanding.	<p>A single point of connection can be accommodated in the common basement of the development within the Basement AHU plantroom (basement block plantroom layout attached). This area has direct access to the site boudary for connection to any future district network running along the north service road. This position also avoids using the busier south boundary where HV run alongside the access road.</p>
11	The applicant should propose a communal heat system supplied by a centralised plant room. It should be confirmed that all non-domestic building uses (including the retail) will be connected to the communal heat system. A drawing showing the route of the heat network linking all uses on the site should be provided alongside a drawing indicating the floor area, internal layout and location of the energy centre.		The applicant should propose a communal heat system supplied by a centralised plant room. It should be confirmed that all non-domestic building uses (including the retail) will be connected to the communal heat system. A drawing showing the route of the heat network linking all uses on the site should be provided alongside a drawing indicating the floor area, internal layout and location of the energy centre. This item is outstanding.	<p>The main heating system proposed is composed of air source heat pumps connected to LTHW networks serving the two office blocks. The west block heat pumps also serve the dedicated high temperature ASHP for the domestic hot water. It is anticipated that the two office systems are kept separate to reduce distribution lenght and losses, since efficiency gains of a combined system were expected to be minor.</p> <p>The differences in load profiles and horus of operation of the small retail units at the market space under the building was deemed incompatible with the central heat pump system; as such each unit has been provided with space for installation of its own DX unit for heating and (if requiried) cooling.</p> <p>A heating/cooling diagramatic schematic as well as plant room block layouts is attached.</p>
14	The applicant is not proposing to install any renewable energy technology for the development. The GLA expects all major development proposals to maximise on-site renewable energy generation, where feasible. This is regardless of whether the 35% on-site CO2 emission improvement target has already been reached through earlier stages of the energy hierarchy. The applicant is, therefore, required to reinvestigate the inclusion of renewable technologies. A roof layout should be provided to demonstrate that there is no potential for PV as concluded within the energy statement.	As part of the amendment to the planning application submitted to Lambeth, we have identified an area on the east block roof for incorporation of Photovoltaic panels (plan attached). The west block roof is occupied by MEP heat rejection equipment and façade access equipment, unsuitable for PVs.	The incorporation of PV is welcomed. However, the cited roof layout has not been received. A detailed roof layout covering all roofs should be provided demonstrating that the roof's potential for a PV installation has been maximised. They should confirm the kWp of Photovoltaic (PV) panels m2 of net PV area and kWh of electricity generation. The on-site savings from renewable energy technologies should be maximised regardless of the London Plan targets having been met. This item is outstanding.	<p>The original plantroom block layouts for all roofs are included and show that the west block roof is occupied by a double-stacked MEP equipment and unsuitable for PVs. A preliminary roof area of 240m2 on teh East Block has therefore been identified for the installation of solar PV panels as indicated in the atatched roof plan. Below are calcuatlions fro potential energy generation of this space.</p> <p>The following calculations are based on indicative figures and have not considered solar mapping studies to comprehensively explore feasibility of the PV array.</p> <p>Proposed PV panel area = 1.68m2 per panel</p> <p>We would typically recommend half of the proposed area is allocated for solar panels. This allows for appropriate spacing/orientation of the PV array, allowance for maintenance/cleaning walkways and minimising the potential risk of overshadowing from adjacent plant. Therefore,</p> <p>240m2/2 = 120m2</p> <p>120m2/1.68m2 = 71 panels approximately.</p> <p>The performance of each panel has been based on a 'Sunmodule Bisun protect 290W' PV unit – specification sheet attached for information.</p>

15	<p>Heat pumps are being proposed in the form of a (centralised) Air to water heat pumps. Further information on the heat pumps should be provided including:</p> <p>a. An estimate of the heating and/or cooling energy (MWh/annum) the heat pumps would provide to the development and the percentage of contribution to the site's heat loads.</p> <p>b. Details of how the Seasonal Coefficient of Performance (SCoP) and Seasonal Energy Efficiency ratio (SEER) has been calculated for the energy modelling. This should be based on a dynamic calculation of the system boundaries over the course of a year i.e. incorporating variations in source temperatures and the design sink temperatures (for space heat and hot water).</p> <p>c. The expected heat source temperature and the heat distribution system temperature with an explanation of how the difference will be minimised to ensure the system runs efficiently. The distribution loss factor should be calculated based on the above information and used for calculation purposes.</p> <p>d. Whether any additional technology is required for top up or during peak loads (e.g. hot water supply) and how this has been incorporated into the energy modelling assumptions.</p>	<p>a. Based on the BRUKL output, the estimated heating and cooling demand for the building is 96.61MJ/m2 and they have confirmed the estimated heating and cooling energy consumption by the heat pumps. The heat pumps will cover 100% of the site heat loads (there is no other heat source proposed).</p> <p>b. SCoP and SEER values used in the energy model were based on manufacturers technical specification for indicative units (see attached example of one of the specification sheets provided by Mitsubishi).</p> <p>c. The primary LTHW circuit is expected to operate at 55C/45C. As design develops, consideration will be given to the use of intermediate high-temperature water-to-water heat pump secondary circuits to serve air-handling units, enabling operating temperature range of fan-coil units secondary circuits to be reduced to 45C/40C, if technically feasible.</p> <p>d. No additional technology is required. Hydraulically independent secondary circuits will be provided to deliver LTHW to the office fan-coil unit system, central air handling units and the domestic hot water high-temperature heat pumps. A high-temperature water-to-water heat pump will be used to lift LTHW from 55C to 75C for distribution to indirect heating coils within the domestic hot water storage cylinders.</p>	<p>a. Nothing further required.</p> <p>b. The datasheet has not been received. This should be submitted. This item is outstanding.</p> <p>c. Nothing further required.</p> <p>d. Nothing further required.</p>	Datasheet attached
17	<p>The carbon dioxide savings fall short of the on-site target within the London Plan. The applicant should consider the scope for additional measures aimed at achieving further carbon reductions/In this instance it is accepted that there is little further potential for carbon dioxide reductions onsite.</p>	<p>As part of the amendment to the planning application submitted to Lambeth, we have committed to reach a minimum on-site 35% regulated carbon emissions reductions during the design development at later RIBA stages. Additional measures considered to achieve this further reduction are:</p> <ul style="list-style-type: none">- Photovoltaics on the east block roof- Improved plant efficiencies. <p>Furthermore, the applicant is committed to signing up to renewable electricity to reduce the building carbon emissions.</p>	<p>This is welcomed. However, further detail on the proposed improved plant efficiencies and updated CO2 emissions are required to support the improved performance. PV will be addressed in item 14. This item is outstanding.</p>	<p>The details of improved plant efficiency and additional on-site generation from PVs are not available at the moment as these proposed enhancements have not been modelled. The Energy Statement submitted with the planning application and the attached GLA Carbon Emission Rerporting Spreadhseet includes the details of the modelled design. The additional enhancements are a commitment the applicant made to the local authority and will be detailed and modelled at the next design stage to demonstrate the achieved carbon emissions.</p>
18	<p>The applicant should confirm the carbon shortfall in tonnes CO2 and the associated carbon offset payment that will be made to the borough.</p>	<p>The shortfall and associated carbon offset according to the massing in January and the GLA worksheet used to calculate it is £22,005 (table below). Since then, an amendment was submitted where the applicant committed to reaching the London Plan target of 35% regulated carbon dioxide savings on-site. In this case no offset payment would be due.</p>		
New London Plan policies (for information)				
19	<p>(Upon the LP publication), the applicant should submit/has submitted a WLC assessment which will be reviewed separately; comments will be provided. The WLC assessment should follow the GLA WLC guidance (https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/planning-guidance/whole-life-cycle-carbon-assessments-guidance-pre-consultation-draft).</p>			
20	<p>The applicant will be expected to review the 'Be seen' energy monitoring guidance (https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/planning-guidance/be-seen-energy-monitoring-guidance-pre-consultation-draft) early in the design process to ensure that they are fully aware of the relevant requirements to comply with the 'be seen' policy. A commitment should be provided that the development will be designed to enable post construction monitoring and that the information set out in the 'be seen' guidance is submitted to the GLA's portal at the appropriate reporting stages. This will be secured through suitable legal wording.</p>			
Other points				
Move resolved comments under this section				

Non-domestic

SAP 10	Total residual regulated CO ₂ emissions	Regulated CO ₂ emissions reductions	
	(tonnes per annum)	(tonnes per annum)	(per cent)
Baseline i.e. 2013 Building Regulations	350.7		
Energy Efficiency	284	66.7	19%
CHP	284	0	0%
Renewable energy	240.2	43.8	12%
Total		110.5	32%

Carbon offsetting

	Shortfall (tonnes per annum)	Shortfall (£)
Domestic		
Non-domestic	12.245	22041
Total	12.245	22041

e-series

Modular Chiller Range



Project Number	-
Quote No.	-
Project Name	Popes Road
System Ref/Prop No.	

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Place of Registration: Travellers Lane, Hatfield, Hertfordshire, AL10 8XB.
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TECHNICAL SELECTION

EAHV-P1800YBL(-N)

Project Name	Popes Road
Project Number	-
Quote Number	-
Model Name	EAHV-P1800YBL(-N)
Unit Description	Air Source Reversible Heat Pump
Power Supply	3-phase 4-wire 380-400-415V 50/60Hz

Check ongoing validity of certificate: www.eurovent-certification.com**OUTDOOR CONDITION**

Design Ambient Temperature	°C	35
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HEAT EXCHANGER USER SIDE

Required Capacity	kW	400
Module size	kW	180
Application		Reversible Heat Pump
Fluid Inlet Temperature	°C	12
Fluid Outlet Temperature	°C	6
Water ΔT	°C	6
Monopropylene Glycol Concentration	%	0
Protection from Freezing Down to	°C	0.0
Water Side Heat Exchangers		Stainless steel plate and copper
Air Side Heat Exchangers		Plate fin and copper tube
Flow Rate per Module	m³/h	25.50
Total Flow Rate	m³/h	76.50
Water Side Pressure Drop	kPa	115.50
Minimum Unit Circuit Size	litres	1450
Minimum System Circuit Size	litres	4350
Main Header Pipe Size		150A (6B) housing type joint
Weight per module	kg	1326



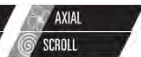
COOLING CAPACITY

Capacity of Module at Design Conditions	kW	175.43
No. of Modules Required		3
Total System Deliverable Capacity	kW	526.29
Total System Power Input	kW	173.43
EER per module	kW/kW	3.03
ESEER (Eurovent Conditions)	kW/kW	4.45
Starting Current	A	19.1
Maximum Running Current Per Module	A	111
Total Maximum Running Current	A	333
Number of Compressors per module		4
Number of circuits per module		4
Refrigerant		R410A
Refrigerant charge per module	kg	15 × 4
Number of fans per module		4



TECHNICAL SELECTION

EAHV-P1800YBL(-N)

Project Name	Popes Road			
Project Number	-	Check ongoing validity of certificate: www.eurovent-certification.com		
Quote Number	-			
Model Name	EAHV-P1800YBL(-N)			
Unit Description	Air Source Reversible Heat Pump			
Power Supply	3-phase 4-wire 380-400-415V 50/60Hz			

OUTDOOR CONDITION

Design Ambient Temperature	°C	-4
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HEAT EXCHANGER USER SIDE

Required Capacity	kW	400
Module size	kW	180
Application		Reversible Heat Pump
Fluid Inlet Temperature	°C	50
Fluid Outlet Temperature	°C	55
Water ΔT	°C	5
Monopropylene Glycol Concentration	%	0
Protection from Freezing Down to	°C	0.0
Water Side Heat Exchangers		Stainless steel plate and copper
Air Side Heat Exchangers		Plate fin and copper tube
Flow Rate per Module	m ³ /h	22.00
Total Flow Rate	m ³ /h	88.00
Water Side Pressure Drop	kPa	83.80
Minimum Unit Circuit Size	litres	1450
Minimum System Circuit Size	litres	5800
Main Header Pipe Size		150A (6B) housing type joint
Weight per module	kg	1326

COOLING CAPACITY

Capacity of Module at Design Conditions	kW	113.31
No. of Modules Required		4
Total System Deliverable Capacity	kW	453.26
Total System Power Input	kW	242.16
COP per module	kW/kW	1.87
Starting Current	A	19.1
Maximum Running Current Per Module	A	111
Total Maximum Running Current	A	444
Number of Compressors per module		4
Number of circuits per module		4
Refrigerant		R410A
Refrigerant charge per module	kg	15 × 4
Number of fans per module		4



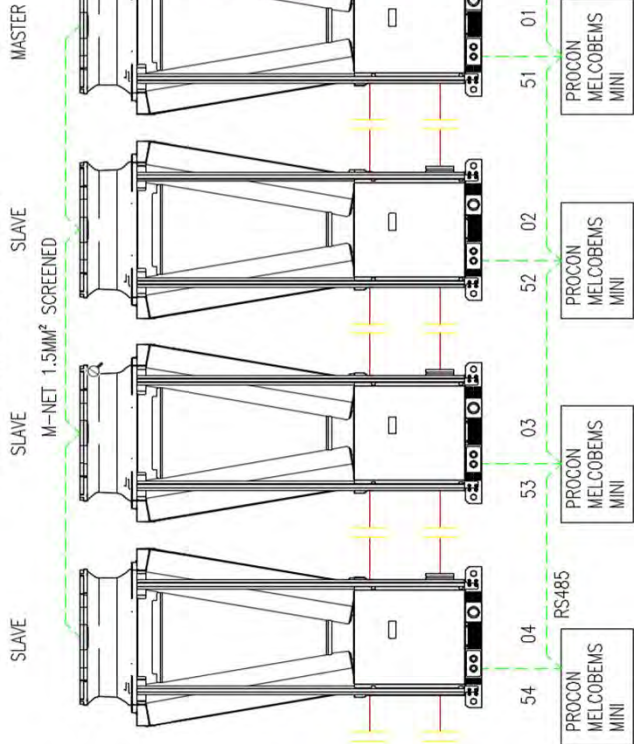
TECHNICAL SELECTION

EAHV-P1800YBL(-N)

Project Name Popes Road
Project Number -
Quote Number -

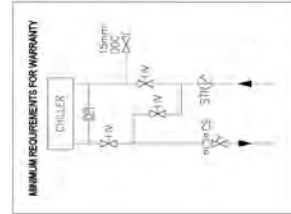


MITSUBISHI EACV-P1500/1800YBL(-N) X 4
PACKAGED CHILLER COMPLETE WITH INTERNAL HEADER



LEGEND

AV	AAV	Automatic Air Valve
IV	IV	Isolating Valve
DOOZ	DOOZ	Drain Off COOL
STR	STR	Strainer
CS	CS	Compressing Set
SAFETY VALVE	SAFETY VALVE	Safety Valve
FC	FC	Flexible Connection
TEMPERATURE GAUGE	TEMPERATURE GAUGE	Temperature Gauge
PRESSURE GAUGE	PRESSURE GAUGE	Pressure Gauge
DIFFERENTIAL PRESSURE SWITCH	DIFFERENTIAL PRESSURE SWITCH	Differential Pressure Switch
TEST POINT	TEST POINT	Test Point
TEMPERATURE SENSOR	TEMPERATURE SENSOR	Temperature Sensor



NOTES

- To meet warranty requirements we require the following:
- Flow protection device, Flushing bypass, strainer, combined Air and Dirt Separator and adequate water treatment
- Magnetic filtration is required on applications that use ferrous materials.
- A flow interlock must be provided to ensure that the Chiller does not operate in the event of a loss of water flow.
- All water systems should be commissioned in accordance with the latest CIBSE Commissioning Code W for Water and BSRIA BG 2-2010 (Commissioning water systems).
- All water Systems should be cleaned and treated in accordance with BSRIA BG 29/2011, BG50/2013 Pre-Commissioning Cleaning of Pipe-work Systems.



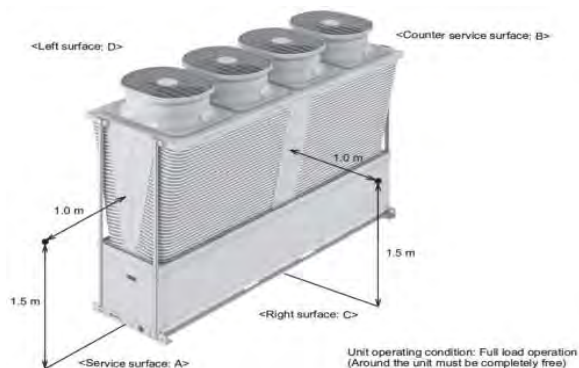
EAHV-P1800YBL(-N)

Project Name Popes Road
Project Number -
Quote Number -



Sound Pressure Level

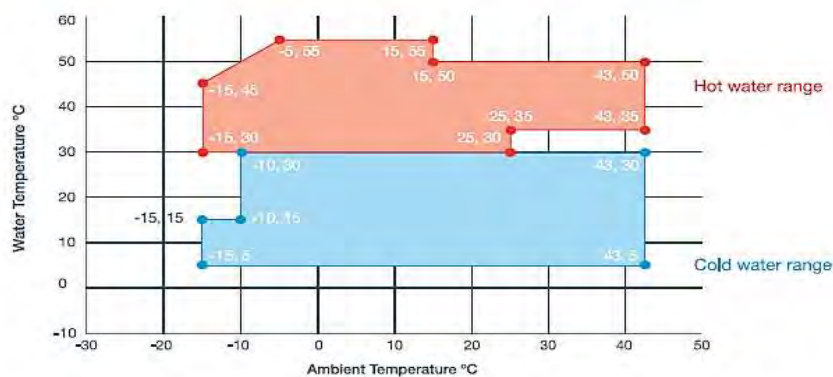
EACV / EAHV		dB(A)		
Module		90kW	150kW	180kW
Measuring Point	Front	64	66	68
	Right	62	68	71
	Back	65	66	67
	Left	61	70	70



Sound Power Level

EACV / EAHV	dB(A)								
Frequency (Hz)	63	125	250	500	1000	2000	4000	8000	PWL dB(A)
90kW Module	55.8	60.8	66	67.4	70.1	74	65.2	54.1	77.1
150kW Module	59.2	67.4	74.3	79.8	78	75.1	72.3	59.3	84
180kW Module	60.8	73.1	76.3	81.5	80.2	77.5	73.8	62.5	86

150/180kW modules



TECHNICAL SELECTION

EAHV-P1800YBL(-N)

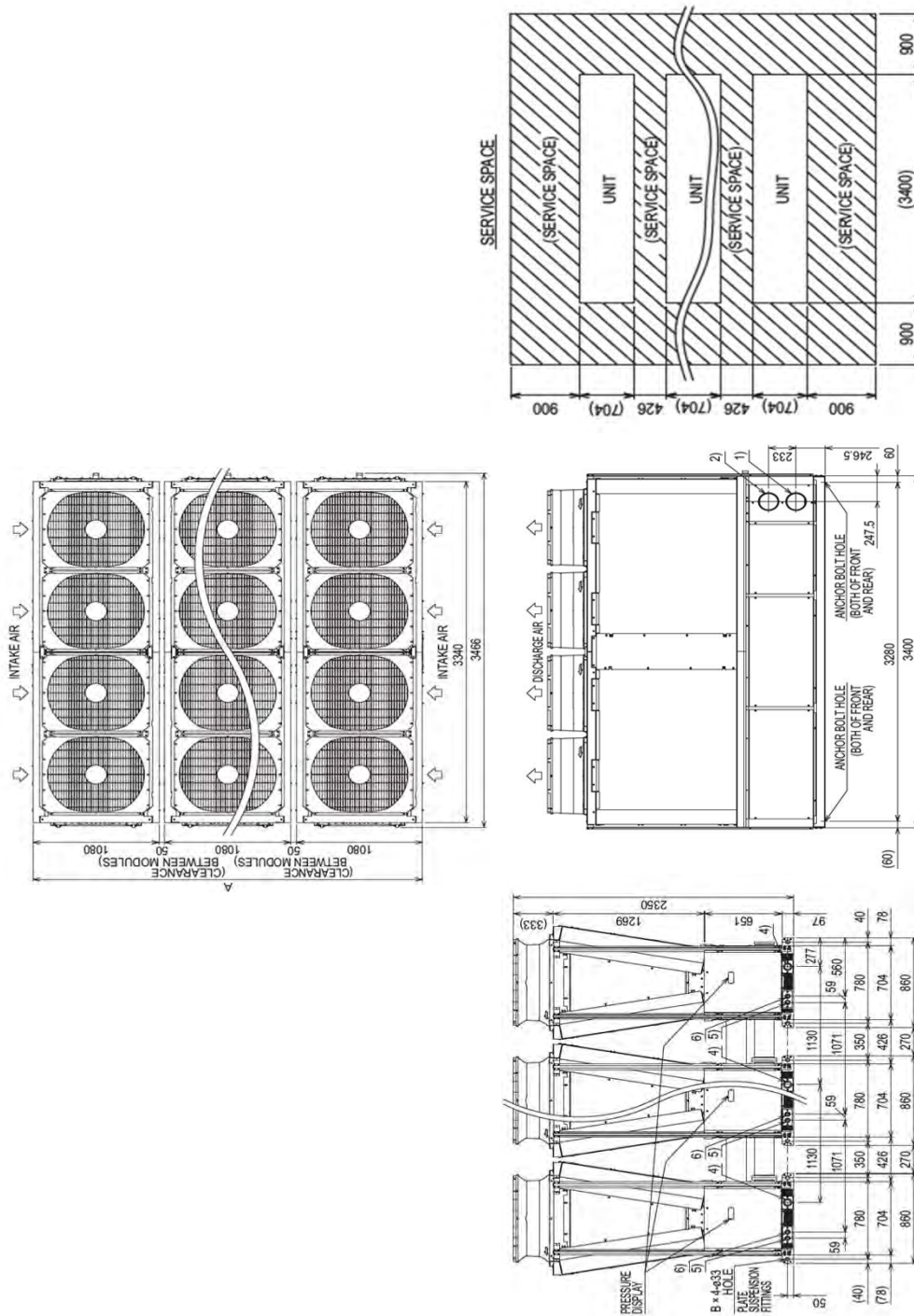
Project Name Popes Road

Project Number -

Quote Number -



Dimensions and footprint



e-series

Modular Chiller Range



IMPORTANT: Please read and observe our "Safety precaution" warnings and cautions and any warnings included within the Technical guidance set out in the relevant equipment data book before you carry out any function on the product.

This output is based upon the best available information but is given as indicative guidance only and should not be considered as final system design. We recommend that the information in this Technical Proposal Form is read in conjunction with the latest equipment data book and installation manual at all times.

All water systems should be designed, installed and commissioned in accordance with industry good practice guidelines; such as, but not limited to: BSRIA Guide BG2/2010 – Water System Commissioning, BSRIA Guide BG29/2012 – Pre-Commissioning of Pipework Systems, BSRIA Guide BG50/2013 – Water Treatment for Closed Heating & Cooling Systems, CIBSE Commissioning Code W – Water distribution systems.

Mitsubishi Electric takes no design responsibility or liability for the system, components, equipment selections or control strategy – it is your responsibility to check the suitability of the proposed equipment selections.

In order to comply with the Mitsubishi Electric warranty requirements all Mitsubishi Electric products must have adequate planned preventative maintenance undertaken in accordance with our recommendations.

To meet Mitsubishi Electric's warranty requirements a suitable method of filtration must be provided within the system – please refer to installation manual available from the document library.

The recommended water flow rates must be maintained at all times when the equipment is operating. Particular attention should be paid to any change in pressure drop due to glycol and start up temperatures. Operating the equipment with less than the minimum flow rate will invalidate the warranty.

All pipe sizes are based on copper to BS EN 1057.

The freezing temperatures, capacity de-rates and pressure drop based on glycol concentration will vary between manufacturers.

We also remind you of our quotation texts:

This quotation is given by Mitsubishi Electric in good faith based upon information provided by you or your company.

We have not undertaken a site survey to support this quotation. Whilst we endeavour to factor into our quotation any special site conditions or user requirements which you may have expressly identified to us previously in writing, this quotation is not a project system design and is not a confirmation of project volumetric or yield analysis.

We recommend that you assess final product selection and make the final system design based upon your own volumetric or yield analysis and project knowledge, including any project requirements which might impact on that selection.

Please check carefully any requirement for a Mitsubishi Electric product to integrate with any third party equipment. We are not responsible for integration capability of our products with any third party equipment unless we have expressly confirmed that this integration is approved in the current Mitsubishi Electric product specification or in a current technical bulletin.



HIGH QUALITY ENGINEERING BY SOLARWORLD

More than 40 years of technology expertise, ongoing innovation and continuous optimization create the foundation for the performance of SolarWorld's high-quality modules. All production steps, from silicon to module, are established at our production sites, ensuring the highest quality for our customers every step of the way. Our modules are extremely flexible when it comes to their application and provide optimal solutions for installation and non-stop performance – worldwide.

- » Up to 25% more yield thanks to the use of the latest, high efficient bifacial cell technology. The bifacial cells are active on both the front and back, making them capable of converting light from all directions into power.
- » The use of glass on the front and back of the module allows for optimal protection against mechanical loads and environmental factors.
- » Extremely tough and stable, despite its light weight – able to handle loads up to 8.5 kN/m².
- » Tested in extreme weather conditions – hail impact tested and resistant to salt spray, frost, ammonia, dust and sand.
- » Proven guarantee against hotspots and PID- free to IEC 62804-1.
- » Highly-efficient cells (bifacial mono-PERC) for the highest possible yields.
- » Complete system components such as mounting systems, connector cables and inverters can be delivered directly to you.
- » Patented corner design with integrated drainage for optimized self-cleaning.
- » High-transmissive front glass and anti-reflective coating.
- » Long-term safety and guaranteed top performance – At least 97% of nominal power in the first year – 30-year linear performance warranty 20-year product warranty.



Sunmodule[®] Bisun protect 290



PERFORMANCE UNDER OPTIMIZED CONDITIONS

Energy boost		6 %	10 %	20 %	25 %
Maximum power	P_{max}	313.80 Wp	325.20 Wp	353.50 Wp	367.50 Wp
Open circuit voltage	U_{oc}	39.70 V	39.70 V	39.50 V	39.50 V
Maximum power point voltage	U_{mpp}	32.10 V	32.10 V	32.00 V	31.90 V
Short circuit current	I_{sc}	10.33 A	10.72 A	11.99 A	12.18 A
Maximum power point current	I_{mpp}	9.77 A	10.14 A	11.06 A	11.52 A
Module efficiency	η_m	18.72 %	19.40 %	21.08 %	21.92 %

PERFORMANCE UNDER STANDARD TEST CONDITIONS (STC)*

Maximum power	P_{max}	290 Wp
Open circuit voltage	U_{oc}	39.8 V
Maximum power point voltage	U_{mpp}	32.2 V
Short circuit current	I_{sc}	9.65 A
Maximum power point current	I_{mpp}	9.12 A
Module efficiency	η_m	17.30 %

Measuring tolerance (P_{max}) traceable to TUV Rheinland: +/- 2 %
(TUV Power controlled, ID 0000039351)

*STC: 1000 W/m², 25° C, AM 1.5

PERFORMANCE AT 800 W/m², NOCT, AM 1.5

Maximum power	P_{max}	219.5 Wp
Open circuit voltage	U_{oc}	36.8 V
Maximum power point voltage	U_{mpp}	29.8 V
Short circuit current	I_{sc}	7.90 A
Maximum power point current	I_{mpp}	7.37 A
Module efficiency	η_m	13.09 %

Minor reduction in efficiency under partial load conditions at 25°C:
at 200 W/m², 97% (+/-3%) of the STC efficiency (1000 W/m²) is achieved.

PARAMETERS FOR OPTIMAL SYSTEM INTEGRATION

Power sorting	-0 Wp / +10 Wp
Maximum system voltage IEC/ NEC	1000V / 1000V
Maximum reverse current	25 A
Number of bypass diodes	3
Operating range	-40°C - +85°C
Maximum Design Loads (Two rail system)*	+5.4 kN/m ² / -3.1 kN/m ²
Maximum Design Loads (Three rail system)*	+8.5 kN/m ² / -3.1 kN/m ²

*Please refer to the Sunmodule Installation instructions for the details associated with these load cases.

COMPONENT MATERIALS

Cells per module	60
Cell type	bifacial mono-PERC
Cell dimensions	156 mm x 156 mm
Front	Heat strengthened glass (EN 1863-1)
Back	Heat strengthened glass (EN 1863-1) white reflection grid
Frame	black anodized aluminium
J-Box	IP65
Connector	Amphenol H4 UTX

DIMENSIONS / WEIGHT

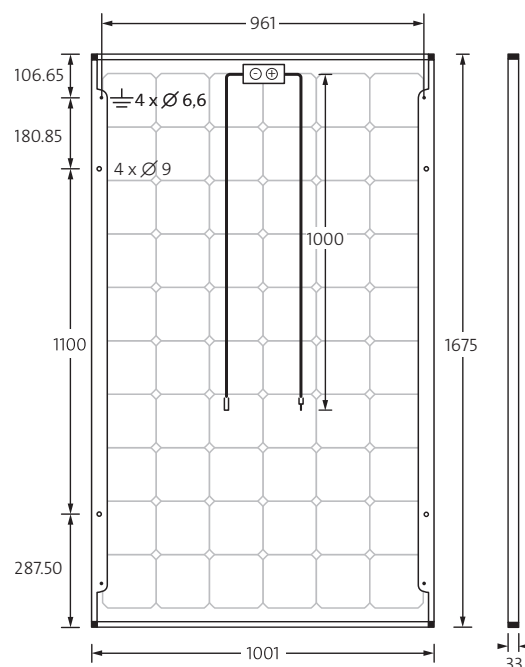
Length	1675 mm
Width	1001 mm
Height	33 mm
Weight	21.5 kg

THERMAL CHARACTERISTICS

NOCT	46 °C
TK I_{sc}	0.060 %/K
TK U_{oc}	-0.29 %/K
TK P_{mpp}	-0.40 %/K

ORDERING INFORMATION

Order number	Description
82000590	Sunmodule Bisun protect 290



CERTIFICATES AND WARRANTIES

Certificates	IEC 61730	IEC 61215	UL 1703
	IEC 62716	IEC 60068-2-68	IEC 61701
Warranties	Product Warranty	20 years	
	Linear Performance Guarantee	30 years	

GLA Carbon Emission Reporting Spreadsheet

BACKGROUND AND PURPOSE

The GLA has decided that from **January 2019** and until central Government updates Part L with the latest carbon emission factors, planning applicants are encouraged to use the SAP 10 emission factors for **referable applications** when estimating CO₂ emission performance against London Plan policies. This is a new approach being taken by the GLA to reflect the decarbonisation of the electricity grid, which is not currently taken into account by Part L of Building Regulations. This approach will remain in place until Government adopts new Building Regulations with updated emission factors.

This GLA Carbon Emission Reporting Spreadsheet facilitates the use of the SAP 10 emission factors and ensures a consistent and transparent process for updating Part L 2013 CO₂ emission performance. In particular, the approach has been developed to ensure that SAP 10 results can still be validated against supporting Part L 2013 BRUKL and SAP outputs.

From **January 2019** all GLA referable applications (including refurbishments) are expected to use this spreadsheet to report the anticipated carbon performance of a development. This includes planning applicants who are continuing to use SAP 2012 emission factors; although doing so will need to be supported by sufficient justification in line with the Energy Assessment Guidance. Applicants are required to submit this spreadsheet to the GLA alongside the energy assessment. It should be used for both domestic and non-domestic uses. The GLA will not accept the use of alternative methodologies or tools. This is to ensure consistency and to minimise the need for clarifications during the determination period.

Planning applicants should use Part L 2013 BRUKL and SAP outputs to fill in this spreadsheet which serves as the final step in reporting the carbon emission performance of the proposed energy strategy. **It is solely for the purpose of reporting to the GLA and does not replace Part L calculations submitted for Building Regulations approval.**

The spreadsheet has been developed to fit as wide a range of policy compliant approaches for referable schemes as possible. Any planning applicants with a policy compliant approach that the spreadsheet does not serve should contact the GLA at: environment@london.gov.uk. Applicants must not amend or alter the spreadsheet to suit non-policy compliant strategies. Any unauthorised amendment to the spreadsheet will invalidate the CO₂ emission calculations.

Applicants should note that we will update the spreadsheet from time to time to ensure it remains fit for purpose. Applicants are expected to use the latest version at the time of the planning submission.

Any feedback on this spreadsheet should be sent to: environment@london.gov.uk.

METHODOLOGY

Applicants are required to complete all light blue input cells in the applicable tabs ('Carbon Factors', 'Baseline', 'Be Lean', 'Be Clean', 'Be Green' and 'GLA Summary Tables').

Input Data

For all applications, the input data required includes:

- Bespoke Carbon Factors (if applicable)
- Type of units modelled
- Area of units modelled (m²)
- Number of units modelled
- Total area represented by model (m²)
- Regulated energy consumption by end use (kWh p.a. for residential and kWh/m² p.a. for non-residential)
- Regulated energy consumption by fuel type (kWh/m² p.a. for non-residential)
- TER, DER and BER figures (kgCO₂/m² p.a.)
- TFEE and DFEE figures for residential (kWh/m² p.a.)

- Regulated energy demand figures (kWh p.a. for both residential and non-residential)
- Unregulated gas and electricity consumption figures (kWh p.a. for both residential and non-residential) **[In the 'GLA Summary tables' tab only]**
- Actual and notional building cooling demand (MJ/m²) **[In the 'GLA Summary tables' tab only]**

Applicants should update the highlighted cells with the type, area and number of modelled units. The consumption figures (kWh p.a. for domestic and kWh/m² p.a. for non-domestic) from the Part L modelling output reports should be reported and used to estimate the CO₂ emissions for each stage of the Energy Hierarchy. The TER, DER and BER figures from the Part L 2013 modelling output sheets should also be reported for cross-reference purposes. The applicant should ensure that the manually calculated TER, DER and BER figures are equal to the figures reported within the output sheets. TFEE and DFEE information should also be provided as well as unregulated uses consumption, energy demand figures and cooling demand performance.

The total carbon emissions figures in the 'GLA Summary tables' tab are now calculated based on the area input for 'Total area represented by model (m²)'. This input requirement has been added to ensure that the carbon emission figures align with the development area schedule (included within the DAS) rather than the number of representative models.

Required Part L Outputs for the GLA spreadsheet

Domestic Part L Outputs:

For the domestic conversion applicants are required to use the outputs from the SAP TER and DER worksheets. To assist in the conversion process the required SAP worksheet rows have been referenced in each input cell. For Space Heating and Hot Water applicants will be required to manually convert the SAP energy requirements to energy consumption by fuel type, the appropriate SAP rows for this calculation have also been listed. **Note.** The SAP worksheet rows are based on a communal heating system, which is an expectation for GLA referable schemes. Applicants proposing individual systems must first seek confirmation from the GLA as to whether the approach will be acceptable.

Non-domestic Part L Outputs:

The required Part L outputs from non-domestic modelling will be energy consumption by **fuel type** (e.g. grid electricity, natural gas). The energy consumption by end use (e.g. heating, hot water, cooling etc.) included in the BRUKL documents are no longer used to estimate the CO₂ emission performance with SAP 10 emission factors in this spreadsheet. This decision has been taken as the consumption figures provided in the BRUKL may include a mixture of fuel types, for instance heating may include energy consumption from gas boilers and electrically driven heat pumps. The required data can be found in:

- SBEM software: the required data is included in the output file ending **"*sim.csv"**
- Government approved software (such as IES and TAS): the required data is included in the output file ending in **"*BRUKL.inp"**

The above output files should be appended to the energy assessment document.

Regarding the non-domestic uses, the applicant can determine whether each individual unit will be modelled independently and apportioned to the entire scheme or whether a single model will be generated for the entire development. The applicant should, however, include the results from all BRUKL outputs generated for the proposed development under the "NON-DOMESTIC ENERGY CONSUMPTION AND CO₂ ANALYSIS" sections.

Note: GLA are aware that the Part L outputs for grid supplied electricity consumption does not account for power factor correction. Where power factor correction is present applicants may be required to amend the electricity consumption by the appropriate adjustment factor. The power factor correction is found in Table 1 of the Government's Approved Document L2A (ADL2A). Applicants should note in the appropriate cells where power factor correction has been applied.

Carbon Factors

The carbon factors for SAP 2012 and SAP 10 scenarios have been provided in the 'Carbon Factors' tab. The table has been pre-populated with grid electricity and gas factors. Additional space has been included for alternative fuel factors that are included in Table 12 of the SAP 2012 and SAP 10 methodology document. For applications with non-domestic buildings connecting to external heat networks a bespoke carbon factor needs to be introduced, the applicant should provide the full calculation behind the introduced bespoke carbon factor.

Validation Check

A validation check is required for each model entered to ensure that the conversion is robust. Applicants must ensure that the calculated TER/DER/BER in this spreadsheet matches the actual values from the Part L 2013 BRUKL and SAP worksheets.

Table 1. CARBON (CO ₂) FACTORS			Notes
Fuel type	Fuel Carbon Factor (kgCO ₂ /kWh)		
	SAP 2012	SAP 10	
Natural Gas	0.216	0.210	SAP 2012 and SAP 10 carbon emission factors (Table 12).
Grid Electricity	0.519	0.233	
Enter Carbon Factor 1			These factors should be used where alternative fuel is used to grid gas and electricity. Carbon emission factors used here must be taken from Table 12 within the SAP 2012 and SAP 10 documents.
Enter Carbon Factor 2			
Enter Carbon Factor 3			
Enter Carbon Factor 4			Fuel type should be updated and referenced in Column A when additional carbon factor values have been added.
Bespoke DH Factor			This should only be used for non-domestic buildings that are connecting to District Heating (DH) networks. The network carbon factor should be calculated in line with Part L requirements and a seperate factors should be provided using SAP 2012 and SAP 10 fuel factors. Assumptions and workings should be shown below in Table 4.

Table 2. BESPOKE DH CARBON FACTOR CALCULATION METHODOLOGY
<p>Please provide below details of the calculation methodology followed to establish the bespoke carbon factor, if applicable.</p>

DOMESTIC ENERGY CONSUMPTION AND CO2 ANALYSIS															SAP 2012 CO2 PERFORMANCE										SAP10 CO2 PERFORMANCE										DEMAND
Unit Identifier (e.g. plot number, dwelling type etc.)	Model total floor area (m²)	Number of units	Total area represented by model (m²)	VALIDATION CHECK		REGULATED ENERGY CONSUMPTION PER UNIT (kWh p.a.) - TER WORKSHEET							REGULATED CO2 EMISSIONS PER UNIT (kgCO2 p.a.)							REGULATED CO2 EMISSIONS PER UNIT							Fabric Energy Efficiency (FEE) Target Fabric Energy Efficiency (TTEE) (kWh/m²)								
				Calculated TER 2012 (kgCO2 / m2)	TER Worksheet TER 2012 (kgCO2 / m2)	Space Heating	Fuel type Space Heating	Domestic Hot Water	Fuel type Domestic Hot Water	Lighting	Auxiliary	Cooling	Space Heating	Domestic Hot Water	Lighting	Auxiliary	Cooling	2012 CO2 emissions (kgCO2 p.a.)	Space Heating	Domestic Hot Water	Lighting	Auxiliary	Cooling	SAP10 CO2 emissions (kgCO2 p.a.)	Calculated TER SAP10 (kgCO2 / m2)										
TER Worksheet (Row 4)				TER Worksheet (Row 273)		TER Worksheet (Row 211)		TER Worksheet (Row 219)		TER Worksheet (Row 232)	TER Worksheet (Row 231)	N / A																							
Sum	0	0	0	#DIV/0!	-	0	N/A	0	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!									
NON-DOMESTIC ENERGY CONSUMPTION AND CO2 ANALYSIS																																			
Building Use	Area per unit (m²)	Number of units	Total area represented by model (m²)	VALIDATION CHECK		REGULATED ENERGY CONSUMPTION BY END USE (kWh/m² p.a.) TER - SOURCE: BRUKLINP OUTPUT							REGULATED ENERGY CONSUMPTION BY FUEL TYPE (kWh/m² p.a.) TER - SOURCE: BRUKLINP or *SIM.CSV FILE				REGULATED ENERGY CONSUMPTION BY FUEL TYPE (kWh/m² p.a.) - TER BRUKL				REGULATED CO2 EMISSIONS														
				Calculated TER 2012 (kgCO2 / m2)	BRUKL TER 2012 (kgCO2 / m2)	Space Heating	Fuel type Space Heating	Domestic Hot Water	Fuel type Domestic Hot Water	Lighting	Auxiliary	Cooling	Natural Gas	Grid Electricity	2012 CO2 emissions (kgCO2 p.a.)	Natural Gas	Grid Electricity	2012 CO2 emissions (kgCO2 p.a.)	SAP10 CO2 emissions (kgCO2 p.a.)	BRUKL TER SAP10 (kgCO2 / m2)															
Popes Road	28139	1	28139	25.0	24.9	4.45	Grid Electricity	6.64	Grid Electricity	22.08	12.4	9.01	11	43	702,539	11	43	702,539	350,670	12.5															
Sum	28,139	1	28,139	25.0	-	125,219	125,219	0	0	0	0	0	11	43	702,539	11	43	702,539	350,670	12.5															
SITE-WIDE ENERGY CONSUMPTION AND CO2 ANALYSIS																																			
Use	Total Area (m²)	Calculated TER 2012 (kgCO2 / m2)	-	REGULATED ENERGY CONSUMPTION							REGULATED CO2 EMISSIONS				REGULATED CO2 EMISSIONS PER UNIT																				
				Space Heating (kWh p.a.)	N/A	Domestic Hot Water (kWh p.a.)	N/A	Lighting (kWh p.a.)	Auxiliary (kWh p.a.)	Cooling (kWh p.a.)	2012 CO2 emissions (kgCO2 p.a.)	2012 CO2 emissions (kgCO2 p.a.)	2012 CO2 emissions (kgCO2 p.a.)	SAP10 CO2 emissions (kgCO2 p.a.)	Calculated TER SAP10 (kgCO2 / m2)																				
Sum	28,139	25.0	-	125,219	N/A	0	N/A	0	0	0	702,539	702,539	702,539	350,670	12.5																				

The applicant should complete all the light blue cells including information on the 'be lean' energy consumption figures, the 'be lean' DER, the DFEE and the regulated energy demand of the 'be lean' scenario.										SAP 2012 CO2 PERFORMANCE					SAP10 CO2 PERFORMANCE																								
DOMESTIC ENERGY CONSUMPTION AND CO2 ANALYSIS																														DOMESTIC ENERGY DEMAND DATA									
Unit identifier (e.g. plot number, dwelling type etc.)	Model total floor area (m²)	Number of units	Total area represented by model (m²)	VALIDATION CHECK		REGULATED ENERGY CONSUMPTION PER UNIT (kWh p.a.) - 'BE LEAN' SAP DER WORKSHEET						REGULATED CO2 EMISSIONS PER UNIT (kgCO2 p.a.)					REGULATED CO2 EMISSIONS PER UNIT						Fabric Energy Efficiency (FEE)	REGULATED ENERGY DEMAND PER UNIT PER ANNUM (kWh p.a.)															
				Calculated DER 2012 (kgCO2 / m2)	DER Worksheet DER 2012 (kgCO2 / m2)	Space Heating	Fuel type Space Heating	Domestic Hot Water	Fuel type Domestic Hot Water	Lighting	Auxiliary	Cooling	Space Heating	Domestic Hot Water	Lighting	Auxiliary	Cooling	2012 CO2 emissions (kgCO2 p.a.)	Space Heating CO2 emissions (kgCO2 p.a.)	Domestic Hot Water CO2 emissions (kgCO2 p.a.)	Lighting CO2 emissions (kgCO2 p.a.)	Auxiliary CO2 emissions (kgCO2 p.a.)	Cooling CO2 emissions (kgCO2 p.a.)	SAP10 CO2 emissions (kgCO2 p.a.)	Calculated DER SAP10 (kgCO2 / m2)	Dwelling Fabric Energy Efficiency (DFEE) (kWh/m²)	Space Heating (kWh p.a.)	Domestic Hot Water (kWh p.a.)	Lighting (kWh p.a.)	Auxiliary (kWh p.a.)	Cooling (kWh p.a.)								
					DER Sheet (Row 384)	DER Sheet [(Row 307a) + (Row 367a x 0.01)]	Select fuel type	DER Sheet [(Row 310a) + (Row 367a x 0.01)]	Select fuel type	DER Sheet Row 332	DER Sheet (Row 313 + 331)	DER Sheet Row 315																											
Sum	0	0	0	#DIV/0!	-	0	N/A	0	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	0	0	0	0	0	0								
NON-DOMESTIC ENERGY CONSUMPTION AND CO2 ANALYSIS																														NON-DOMESTIC ENERGY DEMAND									
Building Use	Area per unit (m²)	Number of units	Total area represented by model (m²)	VALIDATION CHECK		REGULATED ENERGY CONSUMPTION BY END USE (kWh/m² p.a.) 'BE LEAN' BER - SOURCE: BRUKLINP OUTPUT						ULATED ENERGY CONSUMPTION BY FUEL TYPE (kWh/m² p.a.) 'BE LEAN' BER - SOURCE: BRUKLINP or *SIM.CSV				REGULATED CO2 EMISSIONS PER UNIT							REGULATED ENERGY DEMAND PER UNIT PER ANNUM (kWh p.a.)																
				Calculated BER 2012 (kgCO2 / m2)	BRUKL BER 2012 (kgCO2 / m2)	Space Heating (kWh/m² p.a.)	Fuel type Space Heating	Domestic Hot Water (kWh/m² p.a.)	Fuel type Domestic Hot Water	Lighting (kWh/m² p.a.)	Auxiliary (kWh/m² p.a.)	Cooling (kWh/m² p.a.)	Natural Gas	Grid Electricity		2012 CO2 emissions (kgCO2 p.a.)	Natural Gas	Grid Electricity		SAP10 CO2 emissions (kgCO2 p.a.)	BRUKL BER SAP10 (kgCO2 / m2)			Space Heating (kWh p.a.)	Domestic Hot Water (kWh p.a.)	Lighting (kWh p.a.)	Auxiliary (kWh p.a.)	Cooling (kWh p.a.)											
Popes Road	28139	1	28139	22.5	19.6	7.64	Grid Electricity	6.59	Grid Electricity	10.23	12.82	6.03	#####	43		632,505	#####	43			283,957	10.1				214,982	185,436	287,862	360,742	169,678									
Sum	28,139	1	28,139	22.5	-	214,982	N/A	185,436	N/A	287,862	360,742	169,678	0	43	N/A	N/A	N/A	632,505	0	43		283,957	10.1		214,982	185,436	287,862	360,742	169,678										
SITE-WIDE ENERGY CONSUMPTION AND CO2 ANALYSIS																																							
Use	Total Area (m²)	Calculated BER 2012 (kgCO2 / m2)	-	REGULATED ENERGY CONSUMPTION						REGULATED CO2 EMISSIONS						REGULATED CO2 EMISSIONS			REGULATED ENERGY DEMAND PER UNIT PER ANNUM (kWh p.a.)																				
				Space Heating (kWh p.a.)	N/A	Domestic Hot Water (kWh p.a.)	N/A	Lighting (kWh p.a.)	Auxiliary (kWh p.a.)	Cooling (kWh p.a.)		2012 CO2 emissions (kgCO2 p.a.)			SAP10 CO2 emissions (kgCO2 p.a.)	Calculated BER SAP10 (kgCO2 / m2)	Space Heating (kWh p.a.)		Domestic Hot Water (kWh p.a.)	Lighting (kWh p.a.)	Auxiliary (kWh p.a.)	Cooling (kWh p.a.)																	
Sum	28,139	22.5	-	214,982		185,436		287,862	360,742	169,678		632,505				283,957	10.1						214,982	185,436	287,862	360,742	169,678												

DOMESTIC ENERGY CONSUMPTION AND CO2 ANALYSIS														SAP 2012 CO2 PERFORMANCE										SAP10 CO2 PERFORMANCE									
Unit Identifier (e.g. plot number, dwelling type etc.)	Model total floor area (m²)	Number of units	Total area represented by model (m²)	VALIDATION CHECK		REGULATED ENERGY CONSUMPTION PER UNIT (kWh p.a.) - 'BE CLEAN' SAP DER WORKSHEET										REGULATED CO2 EMISSIONS PER UNIT (kgCO2 p.a.)								REGULATED CO2 EMISSIONS PER UNIT (kgCO2 p.a.)									
				Calculated DER 2012 (kgCO2 / m2)	DER Worksheet DER 2012 (kgCO2 / m2)	Space Heating (Heat Source 1)	Fuel type Space Heating	Domestic Hot Water (Heat Source 1)	Fuel type Domestic Hot Water	Space and Domestic Hot Water from CHP	Fuel type CHP	Total Electricity generated by CHP (-)	Lighting	Auxiliary	Cooling	Space Heating	Domestic Hot Water	Space Heating and DHW from CHP	Electricity generated by CHP	Lighting	Auxiliary	Cooling	2012 CO2 emissions (kgCO2 p.a.)	Space Heating	Domestic Hot Water	Space Heating and DHW from CHP	Electricity generated by CHP	Lighting	Auxiliary	Cooling	SAP10 CO2 emissions (kgCO2 p.a.)	Calculated DER SAP10 (kgCO2 / m2)	
				DER Sheet (Row 364)	DER Sheet (Row 307b + (Row 307b x 0.01))	Select fuel type	DER Sheet (Row 310b + (Row 307b x 0.01))	Select fuel type	DER Sheet (Row 307a + 310a) + (Row 362 x 0.01))	Select fuel type	DER Sheet (Row 307a + 310a) + (Row 361 + 362))	DER Sheet Row 332	DER Sheet (Row 313 + 331)	DER Sheet Row 315																			
Sum	0	0	0	#DIV/0!	-	0	N/A	0	N/A	0	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!		
NON-DOMESTIC ENERGY CONSUMPTION AND CO2 ANALYSIS																																	
Building Use	Area per unit (m²)	Number of units	Total area represented by model (m²)	VALIDATION CHECK		REGULATED ENERGY CONSUMPTION BY END USE (kWh/m² p.a.) 'BE CLEAN' BER - SOURCE: BRUKLINP OUTPUT										REGULATED ENERGY CONSUMPTION BY FUEL TYPE (kWh/m² p.a.) 'BE CLEAN' BER - SOURCE: BRUKLINP or *SIM.CSV FILE								REGULATED CO2 EMISSIONS PER UNIT									
				Calculated BER 2012 (kgCO2 / m2)	BRUKL BER 2012 (kgCO2 / m2)	Space Heating	Fuel type Space Heating	Domestic Hot Water	Fuel type Domestic Hot Water	Total Electricity generated by CHP (-)	Lighting	Auxiliary	Cooling	Natural Gas	Grid Electricity	Bespoke DH Factor	Electricity generated by CHP (-) If applicable	2012 CO2 emissions (kgCO2 p.a.)	Natural Gas	Grid Electricity	Bespoke DH Factor	Electricity generated by CHP (-) If applicable	SAP 10 CO2 emissions (kgCO2 p.a.)	BRUKL BER SAP10 (kgCO2 / m2)									
Popes Road	28139	1	28139	22.5	19.6	7.64	Grid Electricity	6.59	Grid Electricity																								
Sum	28,139	1	28,139	22.5	-	214,982	N/A	185,436	N/A			0	287,862	360,742	169,678	0	43	0	0		632,505	0	43	0	0		283,957	10.1					
SITE-WIDE ENERGY CONSUMPTION AND CO2 ANALYSIS																																	
Use	Total Area (m²)	Calculated BER 2012 (kgCO2 / m2)	-	REGULATED ENERGY CONSUMPTION										REGULATED CO2 EMISSIONS								REGULATED CO2 EMISSIONS PER UNIT											
				Space Heating (kWh p.a.)	N/A	Domestic Hot Water (kWh p.a.)	N/A	Space and Domestic Hot Water from CHP (kWh p.a.)	N/A	Electricity generated by CHP (kWh p.a.) If applicable	Lighting (kWh p.a.)	Auxiliary (kWh p.a.)	Cooling (kWh p.a.)	2012 CO2 emissions (kgCO2 p.a.)	SAP 10 CO2 emissions (kgCO2 p.a.)	Calculated BER SAP10 (kgCO2 / m2)																	
Sum	28,139	22.5	-	214,982		185,436		0		0	287,862	360,742	169,678		632,505	283,957	10.1																

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DOMESTIC

Table 1: Carbon Dioxide Emissions after each stage of the Energy Hierarchy for domestic buildings

	Carbon Dioxide Emissions for domestic buildings (Tonnes CO ₂ per annum)	
	Regulated	Unregulated
Baseline: Part L 2013 of the Building Regulations Compliant Development	0	
After energy demand reduction	0	
After heat network / CHP	0	
After renewable energy	0	

Table 2: Regulated Carbon Dioxide savings from each stage of the Energy Hierarchy for domestic buildings

	Regulated domestic carbon dioxide savings	
	(Tonnes CO ₂ per annum)	(%)
Savings from energy demand reduction	0	#DIV/0!
Savings from heat network / CHP	0	#DIV/0!
Savings from renewable energy	0	#DIV/0!
Cumulative on site savings	0	#DIV/0!
Annual savings from off-set payment	0	-
	(Tonnes CO ₂)	
Cumulative savings for off-set payment	0	-
Cash in-lieu contribution (£)	0	

Table 1: Carbon Dioxide Emissions after each stage of the Energy Hierarchy for domestic buildings

	Carbon Dioxide Emissions for domestic buildings (Tonnes CO ₂ per annum)	
	Regulated	Unregulated
Baseline: Part L 2013 of the Building Regulations Compliant Development	0	
After energy demand reduction	0	
After heat network / CHP	0	
After renewable energy	0	

Table 2: Regulated Carbon Dioxide savings from each stage of the Energy Hierarchy for domestic buildings

	Regulated domestic carbon dioxide savings	
	(Tonnes CO ₂ per annum)	(%)
Savings from energy demand reduction	0	#DIV/0!
Savings from heat network / CHP	0	#DIV/0!
Savings from renewable energy	0	#DIV/0!
Cumulative on site savings	0	#DIV/0!
Annual savings from off-set payment	0	-
	(Tonnes CO ₂)	
Cumulative savings for off-set payment	0	-
Cash in-lieu contribution (£)	0	

NON-DOMESTIC

Table 3: Carbon Dioxide Emissions after each stage of the Energy Hierarchy for non-domestic buildings

	Carbon Dioxide Emissions for non-domestic buildings (Tonnes CO ₂ per annum)	
	Regulated	Unregulated
Baseline: Part L 2013 of the Building Regulations Compliant Development	703	638
After energy demand reduction	633	638
After heat network / CHP	633	638
After renewable energy	535	638

Table 4: Regulated Carbon Dioxide savings from each stage of the Energy Hierarchy for non-domestic buildings

	Regulated non-domestic carbon dioxide savings	
	(Tonnes CO ₂ per annum)	(%)
Savings from energy demand reduction	70	10%
Savings from heat network / CHP	0	0%
Savings from renewable energy	98	14%
Total Cumulative Savings	168	24%

Table 5: Shortfall in regulated carbon dioxide savings

	Annual Shortfall (Tonnes CO ₂)	Cumulative Shortfall (Tonnes CO ₂)
Total Target Savings	246	-
Shortfall	78	2,349
Cash in-lieu contribution (£)	140,938	-

Table 3: Carbon Dioxide Emissions after each stage of the Energy Hierarchy for non-domestic buildings

	Carbon Dioxide Emissions for non-domestic buildings (Tonnes CO ₂ per annum)	
	Regulated	Unregulated
Baseline: Part L 2013 of the Building Regulations Compliant Development	351	287
After energy demand reduction	284	287
After heat network / CHP	284	287
After renewable energy	240	287

Table 4: Regulated Carbon Dioxide savings from each stage of the Energy Hierarchy for non-domestic buildings

	Regulated non-domestic carbon dioxide savings	
	(Tonnes CO ₂ per annum)	(%)
Savings from energy demand reduction	67	19%
Savings from heat network / CHP	0	0%
Savings from renewable energy	44	12%
Total Cumulative Savings	111	32%

Table 5: Shortfall in regulated carbon dioxide savings

	Annual Shortfall (Tonnes CO ₂)	Cumulative Shortfall (Tonnes CO ₂)
Total Target Savings	123	-
Shortfall	12	367
Cash in-lieu contribution (£)	22,005	-

SITE-WIDE

	Total regulated emissions (Tonnes CO ₂ / year)	CO ₂ savings (Tonnes CO ₂ / year)	Percentage savings (%)
Part L 2013 baseline	703		
Be lean	633	70	10%
Be clean	633	0	0%
Be green	535	98	14%
	-	CO ₂ savings off-set (Tonnes CO ₂)	-
Off-set	-	2,349	-

	Total regulated emissions (Tonnes CO ₂ / year)	CO ₂ savings (Tonnes CO ₂ / year)	Percentage savings (%)
Part L 2013 baseline	351		
Be lean	284	67	19%
Be clean	284	0	0%
Be green	240	44	12%
	-	CO ₂ savings off-set (Tonnes CO ₂)	-
Off-set	-	367	-

Building use	Energy demand following energy efficiency measures (MWh/year)						
	Space Heating	Hot Water	Lighting	Auxiliary	Cooling	Unregulated electricity	Unregulated gas
Domestic	0	0	0	0	0		
Non-domestic	215	185	288	361	170	1230	

	Target Fabric Energy Efficiency (kWh/m ²)	Dwelling Fabric Energy Efficiency (kWh/m ²)	Improvement (%)
Development total			

	Area weighted average non-domestic cooling demand (MJ/m ²)	Total area weighted non-domestic cooling demand (MJ/year)
Actual	475.4	13,377,565
Notional	1119.2	31493840

Issue	1.1
Date	10/01/2019
Author	Greater London Authority

Update Location	Description of changes made to GLA Carbon Emission Reporting Spreadsheet
Introduction / Version Control	<p>Additional explanatory wording has been included in the 'Background and Purpose' and 'Methodology' sections to further assist applicants with the reporting process</p> <p>A version control tab has been added to list all changes made to the spreadsheet under separate versions</p>
Baseline, be lean, be clean & be green tabs	<p>Domestic SAP worksheet row reference numbers have been included in the input tabs</p> <p>Non-domestic Non-domestic calculation is now based on 'energy consumption by fuel type' instead of the consumption figures in the BRUKL tab to enable the accurate calculation of the TER/BER figures. This data is available in the output file ending in "**BRUKL.inp" for government approved software and output file ending "**sim.csv" for SBEM. Where these files are used they should be appended to the Energy Statement.</p> <p>Total calculation is now based on the 'total area represented by model (m²)' rather than the 'number of units'. This is to ensure that the total model area aligns with the development area schedule.</p> <p>Rows with void formulas have now been fixed</p> <p>Formula for CHP/Renewable contribution now fixed in SAP 10 calculation</p> <p>Extra input rows have been added to account for larger schemes</p> <p>Columns used to calculate the carbon emissions using SAP10 carbon factors have been unhidden to allow for greater transparency in the calculation methodology</p> <p>Validation check moved to be more prominent</p> <p>Additional heat source has been added into the calculation</p> <p>Reporting of electricity generated by CHP or renewable technologies has been changed; this should now be inputted as a negative value (-)</p>
Be Green tab	Additional heat source has been added into the calculation in the 'be green' tabs to account for multiple heating systems, if present
Carbon factors tab	<p>The carbon emission factor table has been updated and clarification has been provided on how they should be used</p> <p>A typo in the carbon factor unit has been corrected (kgCO₂/kWh)</p>

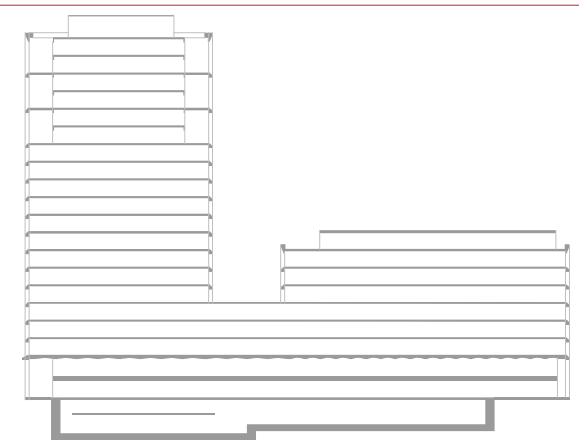


General Notes:

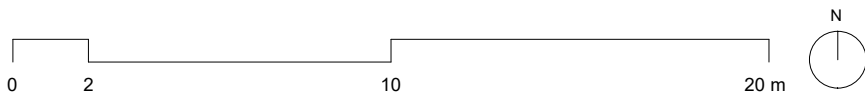
Drawing to be read in conjunction with the specification and all relevant drawings.

Do not scale from this drawing.

Contractor to check all dimensions on site. Adjaye Associates to be advised of any discrepancies between this drawing and site conditions immediately.



1 Proposed Roof Plan
1 : 200



Status:
Planning Addendum

Client:
AG Pope's Road Hondo BV

Project:
20-24A Pope's Road Development

Drawing Title:
Proposed Roof Plan

Drawing No.:
PRD-AA-ZZ-RF-DR-A-03-114

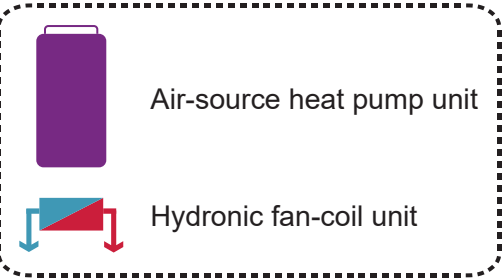
Scale: 1 : 200 @ A1

Date: 30/09/20

Adjaye Associates

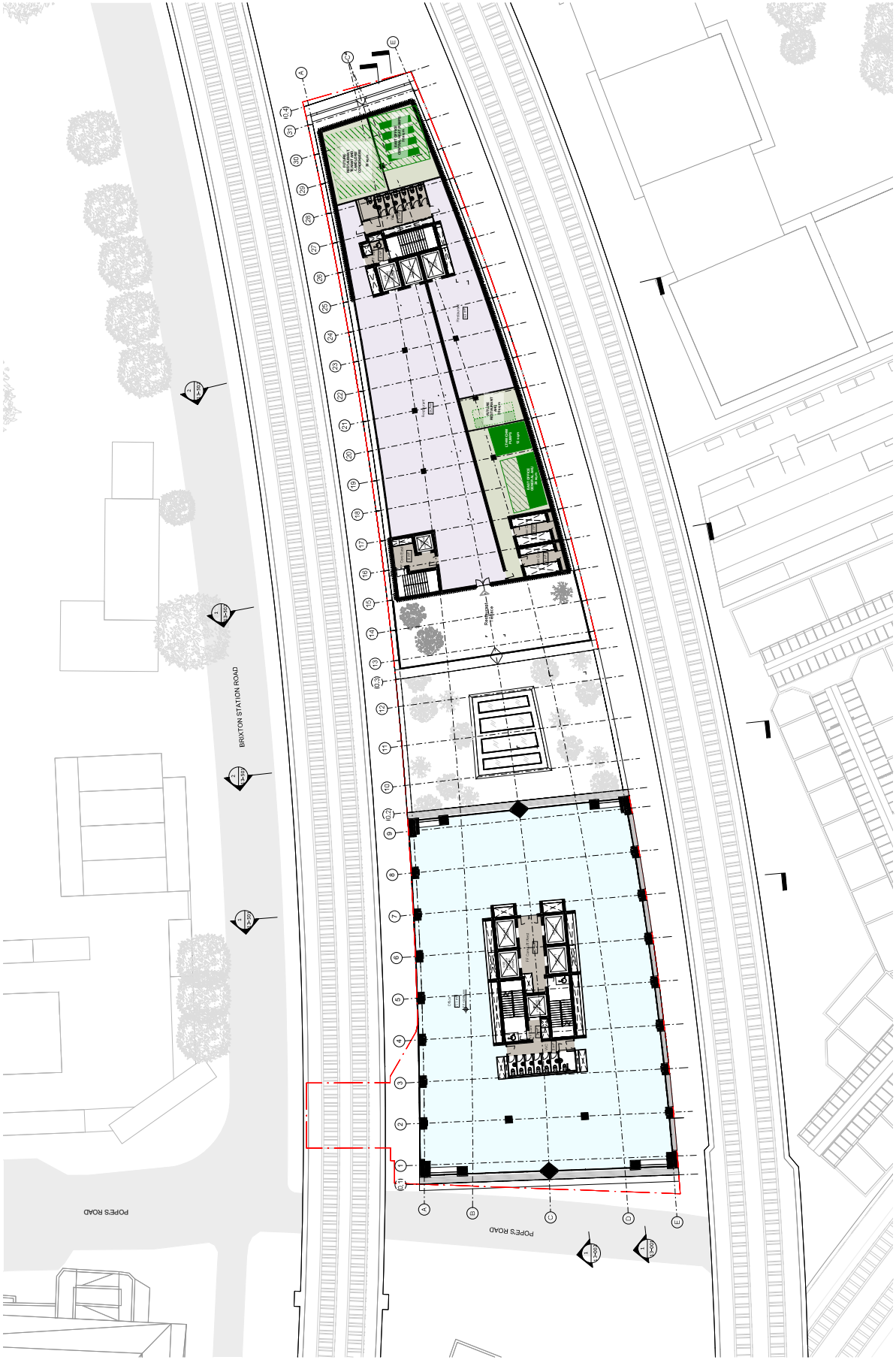
The Edison
223-231 Old Marylebone Road
London NW1 5QT

Phone: +44 (0)20 7238 6140
email: info@adjaye.com

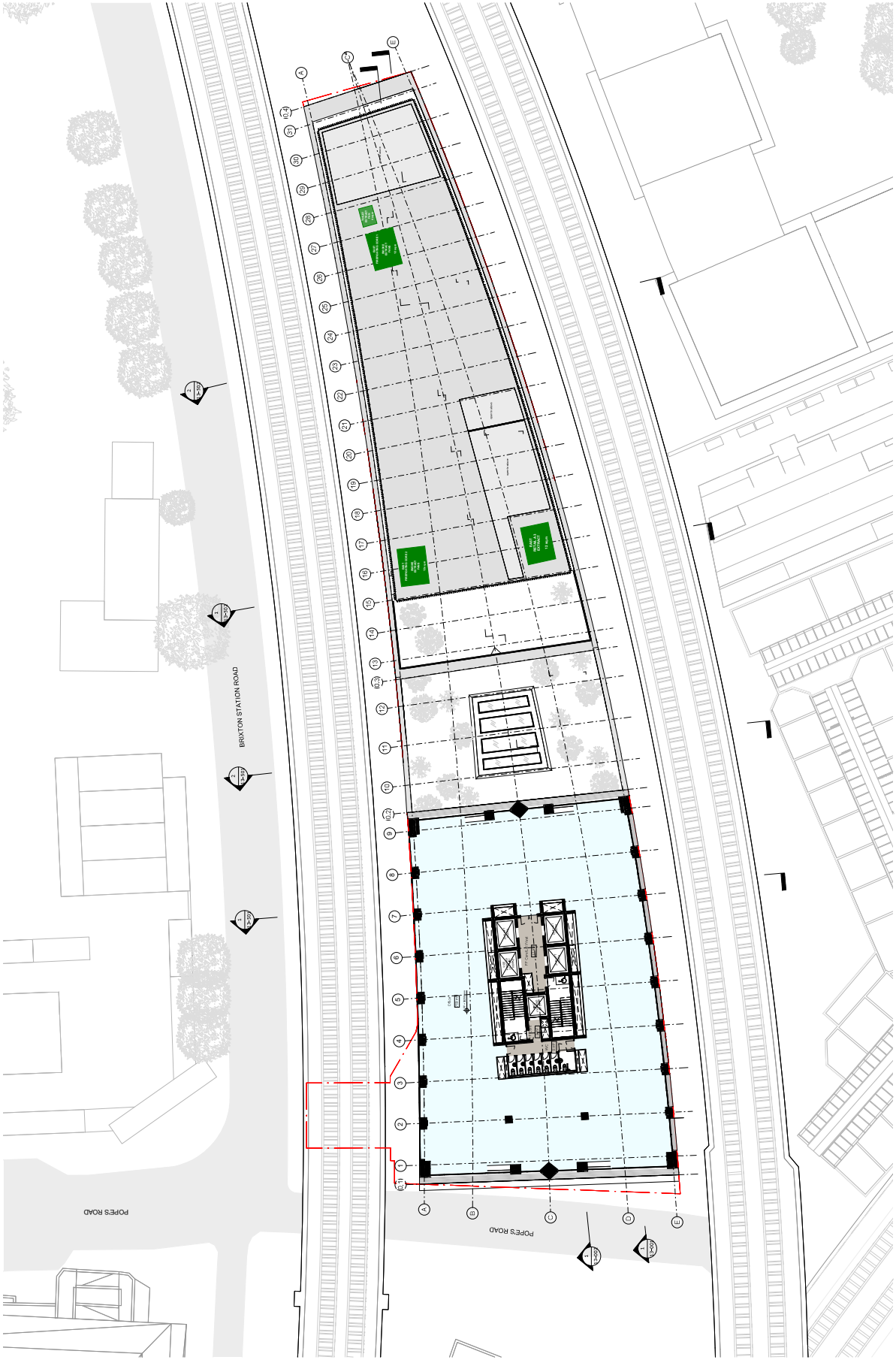


[illegible]

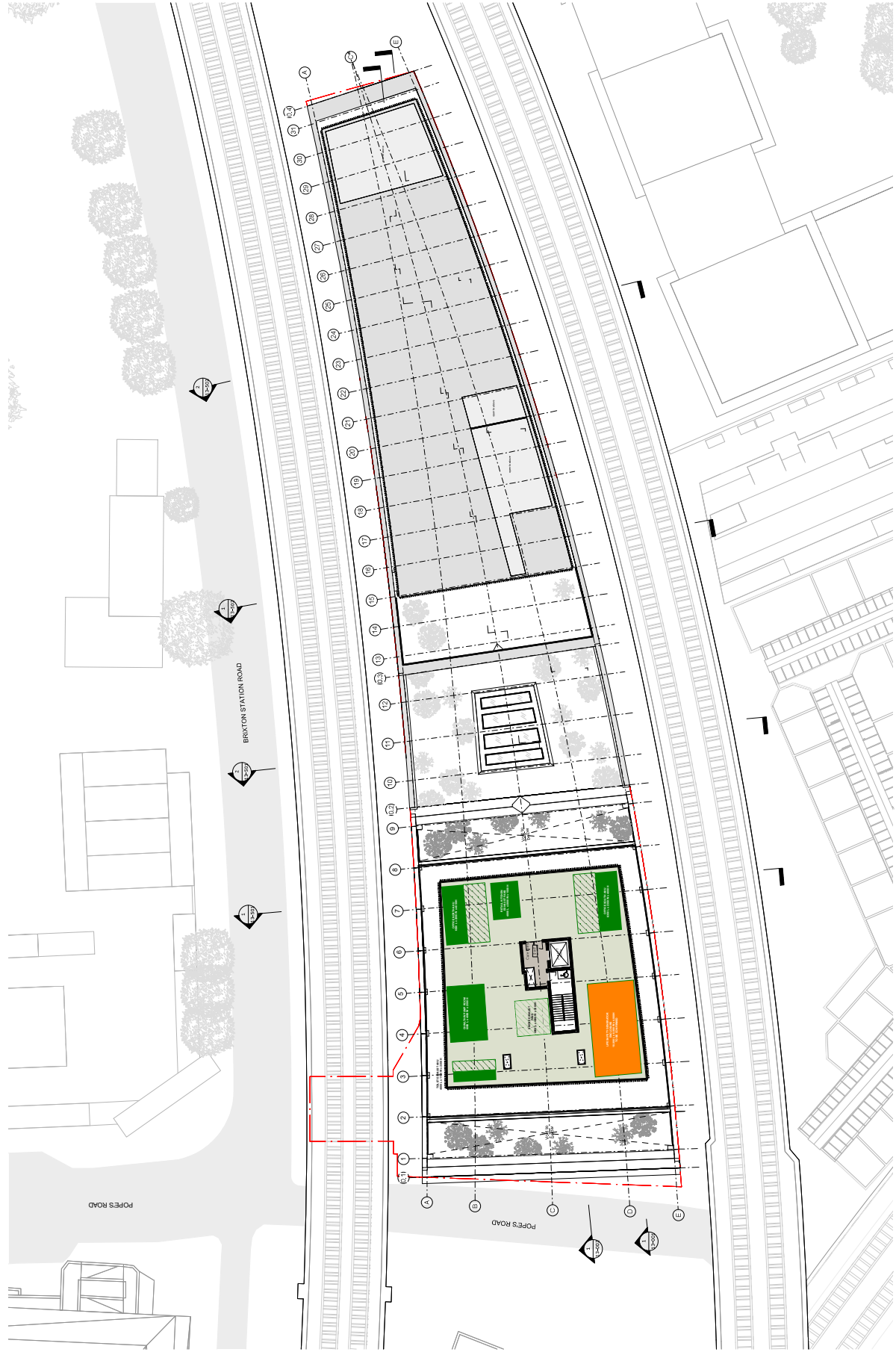
Plantroom
Level 8



Plantroom
Level 9



Plantroom
Roof - Lower Level

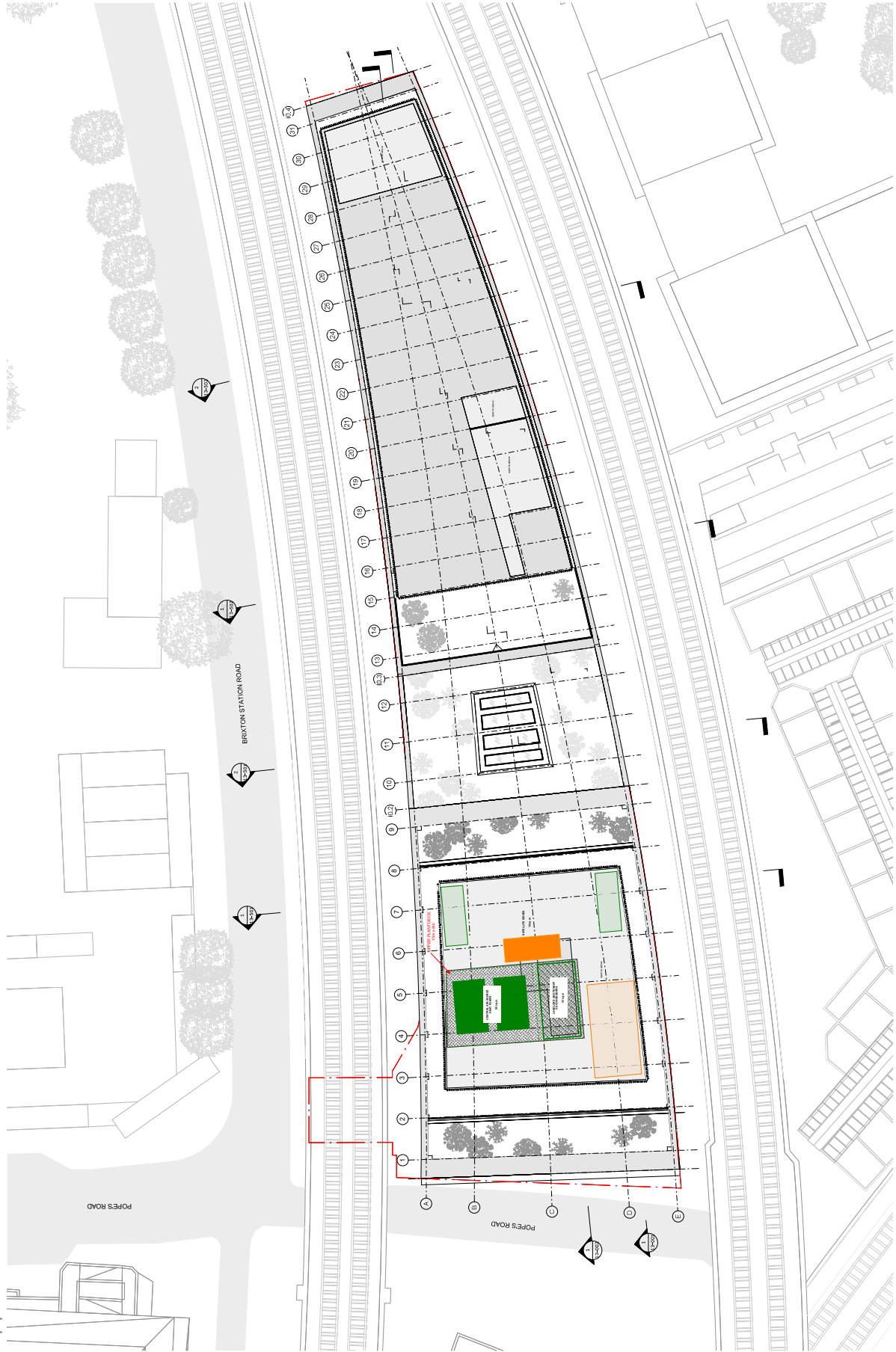


SKETCH: MEP 25

POPE'S RD.

Building Services Sketchbook 04 - 31/03/2020

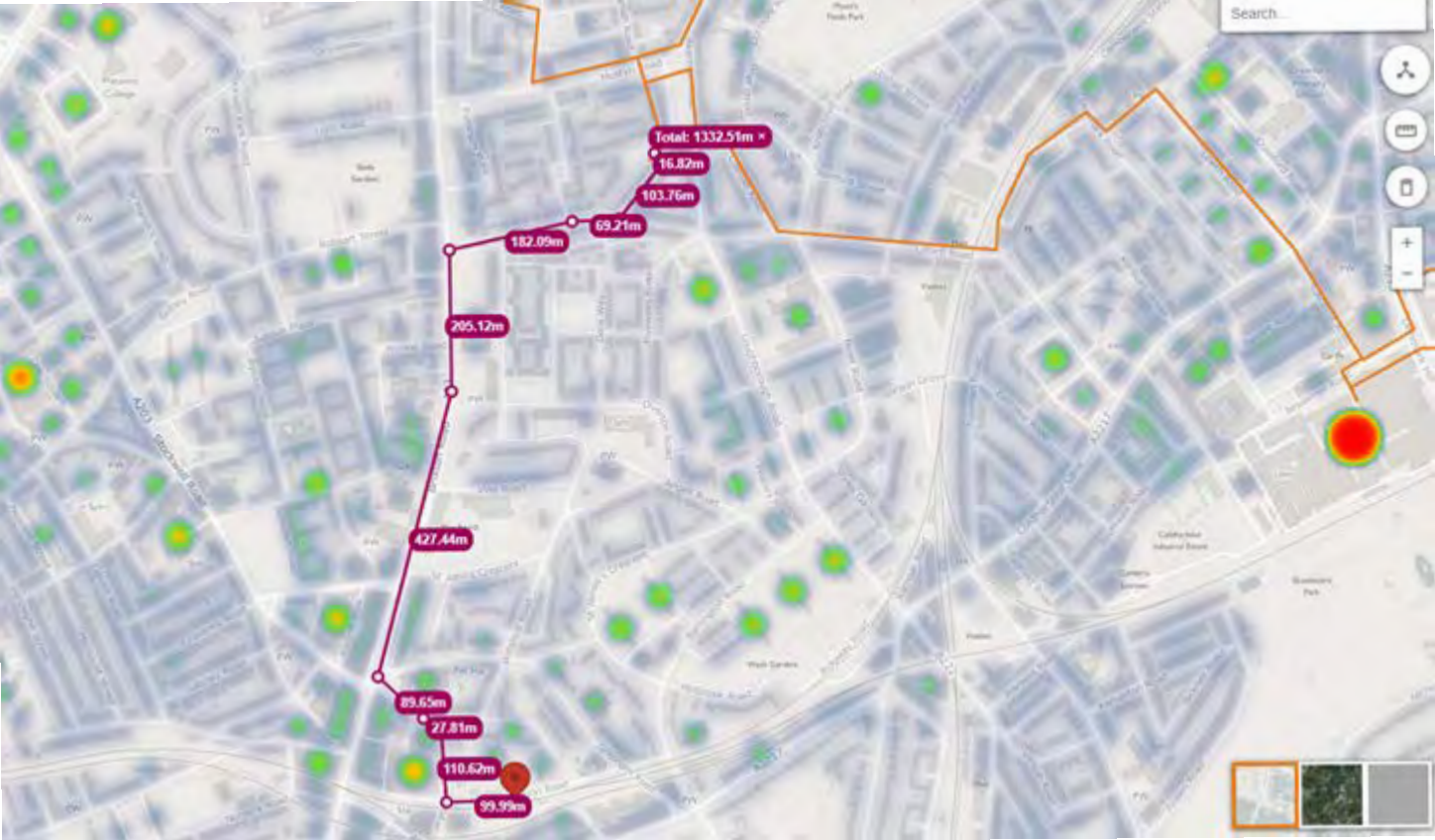
Plantroom
Roof - Upper Level



SKETCH: MEP 26

POPE'S RD.

Building Services Sketchbook 04 - 31/03/2020



[REDACTED]

From: [REDACTED] <[REDACTED]@tfl.gov.uk>
Sent: 04 December 2020 16:51
To: [REDACTED]
Cc: [REDACTED] (ST)
Subject: RE: Popes Road (5276) Post Stage 1
Attachments: Popes Road 20-24 GLA5276 TfL Stage 2 comments.docx

Hi [REDACTED]
Re below, you may have gathered [REDACTED] has left TfL, so I have picked it late in the day. Please see attached for some suggested words on transport for the Stage 2.
I did have one question, why does the committee report say this:
'If the application is approved and the development is implemented, there would be no liability to pay either the Mayoral or Lambeth Community Infrastructure Levies (CIL)'.
I have never seen this before for MCIL, I can't think why it would be exempt. I see that under the Lambeth CIL offices are £0 rated here.

Thanks

[REDACTED] H

From: [REDACTED] <[REDACTED]@london.gov.uk>
Sent: 04 December 2020 13:01
To: [REDACTED] <[REDACTED]@tfl.gov.uk>
Subject: RE: Popes Road (5276) Post Stage 1

Hi [REDACTED]
Hope you're well and sorry to send you a chaser on a case that isn't yours,
I've been trying to get in touch with [REDACTED] and [REDACTED] on this with no luck. Do you know if this has been picked up and comments are on their way?
We're obviously keen to make sure TfL's stage 2 comments are incorporated on this case (which has developed some profile) before our deadline which is Monday morning.

Thanks

[REDACTED]

From: [REDACTED]
Sent: 03 December 2020 12:31
To: [REDACTED] <[REDACTED]@tfl.gov.uk>
Cc: [REDACTED] (ST) <[REDACTED]@tfl.gov.uk>
Subject: RE: Popes Road (5276) Post Stage 1
Importance: High

Hi [REDACTED]
The stage 2 referral has now been submitted. The deadline for my report is 10am Monday.
Can you send through comments ASAP please.

Thanks

[REDACTED]

Principal Strategic Planner, Development Management

GREATER LONDON AUTHORITY

City Hall, The Queen's Walk, London SE1 2AA

t: 020 [REDACTED] m: [REDACTED]

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[REDACTED] london.gov.uk

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From: [REDACTED]
Sent: 26 November 2020 15:30
To: [REDACTED] <[REDACTED]@tfl.gov.uk>

Cc: [REDACTED] (ST) <[REDACTED]@tfl.gov.uk>

Subject: RE: Popes Road (5276) Post Stage 1

Hi [REDACTED]

Sorry to chase so soon after my last email but Lambeth are now progressing to submit the stage 2 referral either at the end of this week or next week.

Can you let me know when you would be able to send over comments?

Thanks

[REDACTED]

Principal Strategic Planner, Development Management

GREATERLONDONAUTHORITY

City Hall, The Queen's Walk, London SE1 2AA

t: 020 [REDACTED] m: [REDACTED]

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[REDACTED] london.gov.uk

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From: [REDACTED]

Sent: 24 November 2020 14:57

To: [REDACTED] <v.[REDACTED]@tfl.gov.uk>

Subject: FW: Popes Road (5276) Post Stage 1

Hi [REDACTED]

Me again,

I'm also attaching the addendum TA referred to in the response schedule.

Let me know if you need any additional information.

Thanks

[REDACTED]

From: [REDACTED]

Sent: 24 November 2020 14:35

To: [REDACTED] <v.[REDACTED]@tfl.gov.uk>

Subject: FW: Popes Road (5276) Post Stage 1

Hi [REDACTED]

Sorry to chase, have you had a chance to review this?

You should receive a consultation through Arcus shortly but I've attached the docs here for ease.

Assuming there are no issues, would you be able to send through your stage 2 comments?

Thanks

[REDACTED]

Principal Strategic Planner, Development Management

GREATERLONDONAUTHORITY

City Hall, The Queen's Walk, London SE1 2AA

t: 020 [REDACTED] m: [REDACTED]

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[REDACTED] london.gov.uk

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From: [REDACTED]

Sent: 17 November 2020 10:27

To: [REDACTED] <v.[REDACTED]@tfl.gov.uk>

Subject: RE: Popes Road (5276) Post Stage 1

Hi [REDACTED]

Hope you're well.

This case has been to Lambeth's committee and the applicant is gearing up for their stage 2 referral.

They have provided the attached response to the stage 1 transport comments. Can you review and let me know if the issues raised are satisfactorily addressed.

Thanks

Principal Strategic Planner, Development Management

GREATERLONDONAUTHORITY

City Hall, The Queen's Walk, London SE1 2AA

t: 020 m:

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london.gov.uk

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From: <> dp9.co.uk

Sent: 17 November 2020 10:02

To: <> london.gov.uk

Cc: <> dp9.co.uk; <> london.gov.uk

Subject: RE: Popes Road

Dear

Further to my email below, please find attached an updated version of our Stage 1 response with Item 12 now completed and small wording updates provided on Items 11 and 14.

Do let us know if you have any queries.

All the best,

Assistant Planner

direct: 020

mobile:

e-mail: dp9.co.uk

DP9 Ltd

100 Pall Mall

London

SW1Y 5NQ

telephone: 020 7004 1700 facsimile: 020 7004 1790 website: www.dp9.co.uk

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From: <>

Sent: 16 November 2020 12:02

To: <> london.gov.uk

Cc: <> dp9.co.uk; <> london.gov.uk

Subject: RE: Popes Road

Dear

I hope you're well?

Further to your email below, I attach a schedule of our responses to Stage 1 queries raised. You'll note that there is a placeholder under item 12, which we will follow up on today as we are just awaiting some final models from our energy consultant.

Please let us know if you have any queries.

All the best,

Assistant Planner

direct: 020

mobile:

e-mail: dp9.co.uk

DP9 Ltd

100 Pall Mall

London

SW1Y 5NQ

telephone: 020 7004 1700 facsimile: 020 7004 1790 website: www.dp9.co.uk

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From: [REDACTED] <[REDACTED]@london.gov.uk>

Sent: 09 November 2020 11:20

To: [REDACTED] <[REDACTED]@dp9.co.uk>

Cc: [REDACTED] <[REDACTED]@london.gov.uk>

Subject: Popes Road

Hi [REDACTED]

Hope you are well.

I note that Pope's Road was approved by Lambeth committee last week. Congrats on getting that through.

Can you update me on where you are with the s106 negotiations with Lambeth?

I note we discussed the case and the proposed amendments, which were submitted after the stage 1 response was issued (I also note that further amendments were made after this), but we did not receive a formal response to issues raised in the stage 1, particularly in relation to urban design, climate change and transport. Are you able to provide a response on these matters to close out any issues in advance of the stage 2 referral?

Thanks

[REDACTED]

Principal Strategic Planner, Development Management

GREATERLONDONAUTHORITY

City Hall, The Queen's Walk, London SE1 2AA

t: 020 [REDACTED] m: [REDACTED]

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NHS health information and advice about coronavirus can be found at nhs.uk/coronavirus

The Mayor and the GLA stand against racism. Black Lives Matter.



To: [REDACTED] – GLA
From: [REDACTED] – TfL Spatial Planning
([REDACTED] [TfL.gov.uk](https://tfl.gov.uk))

Your Ref: 5276

Our Ref: 18/2457

Date: 04/12/2020

Popes Road 20-24a, Brixton, LB Lambeth– TfL's Stage 2 Comments

Further discussion with the applicant on trip generation and transport impacts has resulted in agreement on a £450,000 contribution towards bus service capacity and £220,000 for a new cycle hire docking station. In addition, public realm works in Popes Road with a value of c. £1.5m, £300,000 for wider pedestrian improvements in the town centre, £15,000 for Legible London Signage and £300,000 towards accessibility improvements at Brixton National Rail station has been secured.

Two new on-street Blue Badge spaces, each with electric vehicle charging, and additional visitor/interchange cycle parking will be provided.

A construction environmental management plan, deliveries and servicing plan with a cap on vehicle size and numbers, a travel plan and approval of the cycle lift and parking are required by condition.

Given that concerns at the consultation stage have been substantially addressed, there is no compelling reason, in terms of strategic transport for the Mayor to direct refusal or take over the planning application.

[REDACTED]

From: [REDACTED] <[REDACTED]@dp9.co.uk>
Sent: 11 December 2020 14:06
To: John Finlayson
Cc: [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
Subject: Popes Road, Brixton - GLA Stage 2
Attachments: Ltr J Finlayson 111220 - Popes Road.pdf

Dear John,
Please see the attached letter on this matter.
If you have any queries please give me a call.
Best,

[REDACTED]

[REDACTED] [REDACTED]
Board Director
direct: 020 7004 1797
mobile: 07809 583 746
e-mail: [REDACTED] [dp9.co.uk](mailto:[REDACTED]@dp9.co.uk)

DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ
telephone: 020 7004 1700 **facsimile:** 020 7004 1790 **website:** www.dp9.co.uk

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This Christmas, DP9 will be making a donation to Centrepont rather than sending cards to our clients.

All at DP9 would like to wish you a merry Christmas and a happy New Year.

11th December 2020

J. Finlayson Esq.
Head of Development Management
Greater London Authority
The Queen's Walk
London SE1 2AA

DP9 Ltd
100 Pall Mall
London SW1Y 5NQ

Registered No. 05092507
telephone 020 7004 1700
facsimile 020 7004 1790
www.dp9.co.uk

Dear John

20-24 POPES ROAD, BRIXTON, LONDON SW9 8JB
GLA Application Ref: 2020/5276
Lambeth Ref: 20/01347/FUL

I refer to your conversations with [REDACTED] Director of Planning at London Borough at Lambeth and mine with [REDACTED]. These conversations sought clarity about the package of benefits which we have agreed with Lambeth and were voted upon favourably at the Council's Planning Applications Committee on 3rd November 2020.

The proposed development is a vital economic regeneration scheme within Brixton Town Centre, and provides a building of outstanding architectural quality designed by Sir David Adjaye, one of the UK and world's leading architects who is internationally acclaimed and are involved in a wide number of community driven projects which promote and engage with social change and progression. It is a strong scheme that can be delivered quickly as part of COVID-19 economic recovery. It meets and exceeds local and Mayoral objectives.

The design of the scheme has been carefully calibrated and provides the most efficient use of the site for commercial development. There are a wide-ranging number of public benefits as set out below:

- The development provides a **new office floorspace ecosystem** in an area where there is an **identified lack of supply**.
- Provides the opportunity for creative and start-up businesses in an area identified in the emerging Local Plan as a **Creative Enterprise Zone** which seeks to promote the growth of creative and digital industries.
- Provides **12.5% of affordable workspace above and beyond** the current draft affordable workspace policy (10%) providing the opportunity for **600 local start-ups and freelancers**. This will be run by Impact Brixton, a local social enterprise who can support and train local entrepreneurs.
- The Applicant will pay an employment and training contribution by way of an endowment payment **equating to £1.875 million to** provide an ongoing financial benefit to local



employment and training initiatives supporting disfranchised local black youth. This goes above and beyond planning policy by a multiple of 3.5 times.

- A new **extended Market** which will consist of similar small sized units for independent traditional traders and new businesses.
- Delivering **440 jobs annually on-Site across the 3.3-year construction period**, equivalent to c. 145 Full Time Equivalent (FTE) jobs across the entire period.
- **Creating 1,800 jobs over** what exists currently on site.
- Provision of **221sqm of community space** in a prominent location on the first floor, collaborating with key local groups on how the space is run and managed. This goes above and beyond planning policy.
- Provision of **new and expanded public toilets free of charge** within the development, also above and beyond policy
- Contributing at **least £2.4m in annual business rate payments**, equivalent to an uplift of at least £2.3m annually.
- **£1m investment in a new a public square** at Popes Road to significantly enhance public space for public events and increase the amount of space for street traders.
- Deliver significant **contributions in CIL and Section 106 payments**, which would be highly beneficial in improving local infrastructure as follows;
 - Contribution of £450,000 to bus services
 - Contribution up to £220,000 to cycle docking station
 - Contribution of £8,000 to travel plan monitoring
 - Contribution of £15,000 towards legible London
 - Contribution of £30,000 towards car club/disabled pays
 - Contribution of £300,000 to Network Rail for Brixton Overground Station
 - Contribution up to £18,600 to cycle parking
 - Contribution of £300,000 to Local Streets Improvements
- The total package of benefits is worth over £18 million pounds.

I hope you will agree that this is creative and compelling package of benefits with a last legacy for Brixton.

Yours sincerely,

[Redacted signature block]

[Redacted]
DP9 Ltd

cc. G. [Redacted] Esq – Greater London Authority
R [Redacted] Esq – London Borough of Lambeth

[REDACTED]

From: [REDACTED]@lambeth.gov.uk>
Sent: 28 January 2021 22:12
To: [REDACTED]
Cc: John Finlayson; [REDACTED] LucindaTurner [REDACTED]
Subject: Re Planning Application 20/01347/FUL - 20-24 Pope's Road, London, SW9 (GLA ref: 5276) - Stage 2 referral

Dear [REDACTED]

Planning Application 20/01347/FUL - 20-24 Pope's Road, London, SW9 (GLA ref: 5276) - Stage 2 referral - Demolition of the existing building and erection of a part five, part nine and part twenty storey building comprising flexible Class A1 (shops)/A3 (restaurants and cafes)/B1 (business)/D1 (non-residential Institutions)/D2 (assembly and leisure) uses at basement, ground and first floor levels, with restaurant (Class A3) use at eighth floor level and business accommodation (Class B1) at second to nineteenth floor levels, with plant enclosures at roof level, and associated cycle parking, servicing and enabling works

I refer to your Stage 1 and Stage 2 response letters of 6th July 2020 and 14th December 2020 and the subsequent letter from John Finlayson of 25th January 2021 advising that it is the GLA's intention to repeat the Stage 2 process afresh.

Please accept this email as the Council's Stage 2 referral following the Planning Application Committee's resolution of 3rd November 2020 to grant planning permission for the above application. Accordingly, I attach a Dropbox link as agreed to the following list of documents below:

<https://www.dropbox.com/sh/puban8oymcdw8u4/AABsRmUnISWcsvL5x6oCG7ja?dl=0>

Committee report

- ☐ [Appendix 1](#) - Officer's report to committee;
- ☐ [Appendix 2](#) - First committee addendum;
- ☐ [Appendix 3](#) - Second committee addendum;

Consultee/Third Party Comments

- ☐ [Appendix 4](#) – Historic England – objection of 14/10/20
- ☐ [Appendix 5](#) – Transport for London comments – email of 14/10/20
- ☐ [Appendix 6](#) - Brixton Society – objection of 21/10/20
- ☐ [Appendix 7](#) – Brixton Rec Users – objection of 21/10/20
- ☐ [Appendix 8](#) – Helen Hayes MP – objection of 22/10/20
- ☐ [Appendix 9](#) – Brixton Market Traders Federation - objection
- ☐ [Appendix 10](#) – Carney Place & Milles Square Residents Association – objection of 11/05/20
- ☐ [Appendix 11](#) – Carney Place & Milles Square Residents Association – objection of 02/11/20
- ☐ [Appendix 12](#) – Cllr Nye – email of 11/05/20
- ☐ [Appendix 13](#) - Historic England Archaeology – email of 27/04/20
- ☐ [Appendix 14](#) - Historic England Archaeology – email of 16/10/20
- ☐ [Appendix 15](#) – Impact Brixton – email of 23/08/20
- ☐ [Appendix 16](#) – Transport for London – email of 02/10/20
- ☐ [Appendix 17](#) – Metropolitan Police Designing Out Crime Officer – comments of 24/08/20
- ☐ [Appendix 18](#) – Network Rail comments – 28/05/20
- ☐ [Appendix 19](#) – Thames Water – comments of 21/05/20
- ☐ [Appendix 20](#) – 1907 Objections & Support responses (verbatim copy of responses received from neighbours/third parties) report

- ☐ Appendix 21 – 422 Objections – postcards delivered by hand
- ☐ Appendix 22 – 80 objections - emails
- ☐ Appendix 23 – 157 Support letters
- ☐ Appendix 24 – 174 Support letters
- ☐ Appendix 25 – 219 Support letters
- ☐ Appendix 26 – 605 Support letters

S106, Conditions and Informatives

- ☐ Appendix 27 - List of suggested Conditions and Informatives (those set out within the report consolidated with addenda changes)
- ☐ Appendix 28 – draft s106 legal agreement

The officer's report to committee (Appendix 1 – see pages 15 to 18), as amended by the Committee Addenda (Appendices 2 and 3) provides a summary of all the consultation responses received. I have attached a copy of all the responses received from Statutory and External Consultees to this email together with all neighbour/third party responses (Appendices 20 – 26) received.

In total, 999 local residents have been consulted on the application. At the time the Second committee addendum was published, 3,777 individual representations were received of which 1,384 were in support and 2,393 were objecting to the proposed development. Since then, an additional 42 support and 16 objection responses have been received by the Council. In total, this email attaches a copy of 1,426 support responses and 2,409 objections (this includes 422 hand delivered postcards) that have been received to date.

Prior to the committee meeting, an email of objection was received on 2nd November 2020 attaching 1) a link to an online petition of objection purporting to include over 7,300 signatures with over 400 comments of objection (at the time of the committee) and 2) a further link to a separate pdf document which providing a summary of the representations made as part of the petition. Officers requested an electronic full copy of the petition, including the names, addresses and signatures of all that have signed it together with their individual comments so that the content of the petition can be verified. The full copy has not been provided and therefore Lambeth Officers are unable to confirm the accuracy or content of the petition. From the separate summary document provided, no new concerns were made over and above those set out in the committee report. The online petition can be viewed at <https://change.org/NoHondoTower> and the separate summary document of the objections can be viewed both on the petition at the above URL, and as a downloadable PDF at <https://we.tl/t-Jx5IMCDiUF>. This petition is referenced in the Second committee addendum. I have attached the links provided should you wish to view these.

Please could you confirm receipt of this email and the attachments and please do not hesitate to contact me if you require anything further.

Kind regards,

[Redacted]

[Redacted]

Principal Planner (Strategic Applications)

Planning, Transport and Development

Sustainable Growth and Opportunity

London Borough of Lambeth

[Redacted]

w: <http://www.lambeth.gov.uk>

PO Box 734, Winchester, S023 5DG

Items for courier or hand delivery should be delivered to:

Lambeth Council, Civic Centre, Planning, Transport & Development, 3rd Floor, 6 Brixton Hill, London, SW2 1EG
(NOTE: There is no reception service. Please call for collection.)

List of Suggested Conditions and Informatives

Standard Conditions

Time period

1. The development to which this permission relates must be begun no later than three years from the date of this decision notice.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990

In accordance with approved plans

2. The development hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission.

Reason: For the avoidance of doubt and in the interests of proper planning.

Pre-commencement Condition

Drainage scheme

3. No development shall commence on site until the detailed design for the surface water drainage system and associated pipework referred to in the Basement Impact Assessment, Flood Risk Assessment and Drainage Assessment produced by AKT11 has been submitted to and approved in writing by the local planning authority. The approved for the surface water drainage scheme shall be carried out in accordance with the approved details before the development is first put into use/occupied and thereafter maintained for the lifetime of the development.

Reason: To ensure the development is provided with a satisfactory means of drainage and in the interests of securing a more sustainable development and to reduce the impact of flooding both to and from the development and third parties in accordance with Policy 5.13 of the London Plan (2015) and Policy EN6 of the Lambeth Local Plan (September 2015).

Contamination

4. Notwithstanding demolition and site clearance on site, no development shall take place until the following components of a scheme to deal with the risks associated with contamination of the site have been submitted to and approved in writing by the local planning authority:
 - (i) A site investigation scheme, based on previous findings to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site;
 - (ii) The site investigation results and the detailed risk assessment resulting from (i);
 - (iii) An options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken; and

- (iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in iii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

The development shall thereafter be implemented in accordance with the details and measures approved.

Reason: For the protection of controlled waters and the site is located over a Secondary Aquifer and it is understood that the site may be affected by historic contamination. (Policies 5.21 of the London Plan and EN4 of the Lambeth Local Plan 2015).

Basement Construction Method statement

5. Notwithstanding demolition and site clearance on site, no development shall commence until full details of the proposed basement construction methodology, in the form of a Construction Method Statement, is submitted to and approved in writing by the local planning authority. The Construction Method Statement shall be written by a suitably qualified person and shall include details of:
 - a) The basement excavation methods of demolition and construction;
 - b) Measures to prevent mud and debris on the public highway;
 - c) Details of the phasing of construction;
 - d) Details of other measures including movement monitoring and reporting for nearby premises or structures that may be affected by the excavation and
 - e) Measures to ensure ground stability and avoid adverse impacts on nearby premises or structures

The development shall thereafter be implemented in accordance with the details and measures approved.

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 ensure minimal nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers and of the area generally, and avoid hazard and obstruction to the public highway. (Policies T1, T6, T7, Q2 of the Lambeth Local Plan (2015)).

Construction and Environmental Management Plan

6. No development shall commence until a Construction and Environmental Management Plan (CEMP), including the method of demolition, has been submitted to and approved in writing by the local planning authority.

The CEMP shall include details of the following relevant measures:

- (i) An introduction consisting of construction phase environmental management plan, definitions and abbreviations and project description and location;
- (ii) A description of management responsibilities.
- (iii) A description of the construction programme which identifies activities likely to cause high levels of noise or dust;

- (iv) Site working hours and a named person for residents to contact;
- (v) Detailed Site construction logistics arrangements;
- (vi) Details regarding parking, deliveries, and storage;
- (vii) Details of an air quality and dust management plan;
- (viii) Details regarding dust and noise mitigation measures to be deployed including identification of sensitive receptors and ongoing monitoring;
- (ix) Details of the hours of works and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network;
- (x) Measures to prevent the deposit of mud and debris on the public highway; and
- (xi) Communication procedures with the LBL and local community regarding key construction issues.

The development shall thereafter be carried out in accordance with the details and measures approved in the CEMP for the duration of the construction period, unless the written consent of the local planning authority is received for any variation.

Reason: This is required prior to demolition and construction to avoid hazard and obstruction being caused to users of the public highway and to safeguard residential amenity during the whole of the construction period (Policies T6 and Q2 of the Lambeth Local Plan (2015)).

Air Quality and Dust Management Plan

7. 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 medium Risk sites set out in Appendix 7 of the Control of Dust and Emissions during Construction and Demolition SPG 2014 for demolition, earthworks and construction and high risk for trackout. Both 'highly recommended' and 'desirable' measures should be included. The AQDMP shall include the following for each relevant phase of work (demolition, earthworks, construction and trackout):
 - a) A summary of work to be carried out;
 - 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;
 - c) Inventory and timetable of all dust and NOx air pollutant generating activities;
 - d) List of all dust and emission control methods to be employed and how they relate to the Air Quality (Dust) Risk Assessment;
 - e) Details of any fuel stored on-site;
 - f) Details of a trained and responsible person on-site for air quality (with knowledge of pollution monitoring and control methods, and vehicle emissions);
 - g) Summary of monitoring protocols and agreed procedure of notification to the local authority; and

- 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.

Automatic continuous PM10 monitoring should be carried out on site. Baseline monitoring should commence at least three months before the commencement of the demolition phase and continue throughout all construction phases. Monitors should be used at locations in use by sensitive receptors and construction traffic for the duration of the development. Details of the equipment to be used and its exact positioning should be submitted to the Council as part of the Air Quality Dust Management Plan and approved prior to use. Data should be available for download by the local authority on request. An annual summary report of continuous monitoring data should be provided to the council for the duration of the development.

No demolition or development shall commence until all necessary pre-commencement 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.

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).

Air Quality Neutral Assessment

8. No development shall commence until a full Air Quality Neutral Assessment in accordance with the GLA Sustainable Design and Construction Supplementary Planning Guidance has been undertaken and submitted to and approved in writing by the local planning authority. Where Air Quality Neutral benchmarks cannot be met a scheme of mitigation must be submitted which includes on site mitigation that is part of the proposed development and may also include off-site offsetting. The details as approved shall be implemented prior to occupation of the development and thereafter be permanently retained.

Reasons: To minimise increased exposure to existing poor air quality and make provision to address local problems of air quality (particularly within AQMAs) (Policy 7.14 of the London Plan 2015).

Internal water use

9. Prior to the commencement of the development, details shall be submitted to and approved in writing by the Local Planning Authority to demonstrate that the internal water consumption will achieve the 12.5% improvement over the baseline performance standard, achieving the BREEAM Excellent standard for the Wat 01 category and to demonstrate that the development has incorporated measures such as smart metering, water saving and recycling measures, including retrofitting, to help to achieve lower water

consumption rates and to maximise future-proofing through the provision of post-construction BREEAM evidence used to sign off credits Wat 02 and Wat 03.

Reason: To ensure the development would achieve an acceptable standard of water efficiency (Policy 5.3 of the London Plan).

Non road-mobile machinery

10. No non-road mobile machinery (NRMM) shall be used on the site unless it is compliant with the NRMM Low Emission Zone requirements (or any superseding requirements) and until it has been registered for use on the site on the NRMM register (or any superseding register).

Reason: To ensure that air quality is not adversely affected by the development in line with London Plan Policy 7.14 and the Mayor's SPG: The Control of Dust and Emissions during Construction and Demolition.

Cycle/public lift details

11. Prior to the commencement of the construction of any part of the development hereby approved, details of the dedicated ground floor cycle/public lift serving the basement cycle parking provision shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure adequate cycle parking is available on site and to promote sustainable modes of transport (Policies T1, T3 and Q13 of the London Borough of Lambeth Local Plan (2015)).

Flues and extraction plant

12. Prior to the commencement of construction on site, the uses hereby permitted shall not commence until details and full specifications of flues extraction and filtration equipment together with details of including noise and vibration attenuation measures and an ongoing maintenance plan (including elevational drawings and plant screening) have been submitted to and approved in writing by the local planning authority. The use hereby permitted shall not commence until the approved details are fully implemented. The approved flues, extraction and filtration equipment shall thereafter be retained and maintained in working order for the duration of the use in accordance with the approved details.

Reason: To protect the amenities of adjoining occupiers and the surrounding area (Policy Q2 of the London Borough of Lambeth Local Plan (2015)).

Land contamination and drainage maintenance

Land Contamination

13. Prior to the occupation of any part of the development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the local planning authority.

The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted, and obtained written approval from the local planning authority for, an amendment to the remediation strategy detailing how this unsuspected contamination will be dealt with.

Reasons: Development must not commence before relevant parts of this condition are discharged to safeguard future users or occupiers of this site and the wider environment from irreversible risks associated with the contaminants which are present by ensuring that the contaminated land is properly treated and made safe before development. (Policies 5.21 of the London Plan (2015) and EN4 of the Lambeth Local Plan (2015)).

Drainage, Infrastructure, Management and Maintenance

14. No part of the development shall be brought into use/occupied until a Drainage Infrastructure Management and Maintenance Plan including the foul and surface water management system and associated pipework has been submitted to and approved in writing by the local planning authority.

The plan must consider the management and maintenance for the lifetime of the development which shall include the arrangements made to secure the operation of the scheme. The approved plan shall be implemented in full in accordance with the agreed terms and conditions and thereafter retained as such for the lifetime of the development.

All provisions for drainage must be undertaken in accordance with the details approved, unless the written consent of the local planning authority is received for any variation.

Reason: To ensure the development is provided with a satisfactory means of drainage and in the interests of securing a more sustainable development and to reduce the impact of flooding both to and from the development and third parties in accordance with Policy 5.13 of the London Plan (2015) and Policy EN6 of the Lambeth Local Plan (2015) and to ensure there are clear arrangements in place for ongoing maintenance over the lifetime of the development (Government ministerial statement HCWS161).

Design Details

External Materials

15. Prior to the commencement of building works above ground of the development hereby permitted, the following details of the external elevations of the building shall be submitted to and approved in writing by the local planning authority:
 - a) A technical specification schedule of the materials; and

- b) A sample panel to be erected on site (or another convenient local location), at a scale of 1:1, for inspection showing 'typical' façade construction and illustrating the materials and their construction detailing.

The development shall be carried out in accordance with the approved details and thereafter retained as such for the lifetime of the development.

Reason: To ensure that the external appearance of the building is satisfactory and does not detract from the character and visual amenity of the area along with setting of the nearby conservation areas (Policies Q6, Q7, Q8, and Q22 of the Lambeth Local Plan 2015).

Fine Detailing

16. Notwithstanding the details shown on the approved drawings, prior to the completion of the frame of the new building, construction drawings (including sections at 1:10 scale) of all external elements of the development (including brickwork, cills, copings, soffits, parapet detailing, ledges, reveals, fins, vents, screens, louvres, shopfronts, windows (including those to the viewing area with the proposed restaurant on the eighth floor) and balcony screens where required shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and retained for the lifetime of the development.

Reason: To ensure that the external appearance of the building is satisfactory and does not detract from the character and visual amenity of the area along with setting of the nearby conservation areas (Policies Q6, Q7, Q8, and Q22 of the Lambeth Local Plan 2015).

Plumbing

17. No vents, plumbing or pipes, other than those approved, shall be fixed to the external faces of the building.

Reason: To ensure an appropriate standard of design (Policies Q6, Q8 and PN3 of the Lambeth Local Plan 2015).

Amenity

Pedestrian risk mitigation measures

18. Prior to the occupation of development, mitigation measures to protect pedestrians from the diagonal bracing of the building facing Pope's Road shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details, which shall be permanently retained thereafter.

Reason: To ensure the development does not cause a hazard and obstruction to users of the public highway (Policy T6 of the Lambeth Local Plan (2015)).

Noise and Vibration attenuation of ventilation plant

19. Prior to the occupation of the uses hereby permitted, or the operation of any building services plant, an assessment of the acoustic impact arising from the operation of all

internally and externally located plant shall be submitted to and approved in writing by the local planning authority.

The assessment of the acoustic impact shall be undertaken in accordance with BS 4142: 2014 (or subsequent superseding equivalent) and current best practice and shall include a scheme of attenuation measures to ensure the rating level of noise emitted from the proposed building services plant is 10dB less than background.

The uses hereby permitted, or the operation of any building services plant, shall not commence until a post-installation noise assessment has been carried out to confirm compliance with the noise criteria. The scheme of attenuation shall be implemented in accordance with the approved details and attenuation measures, and they shall be permanently retained and maintained in working order for the duration of the use and their operation.

Reason: To protect the amenities of adjoining occupiers and the surrounding area (Policy Q2 of the London Borough of Lambeth Local Plan (2015)).

Site Maintenance and Management

Fire Statement

20. Prior to the commencement of above ground works, a Fire Statement shall be submitted to and approved in writing by the local planning authority. The Fire Statement shall be produced by a suitably competent and qualified person which shall detail the building's construction, methods, products and materials used; the means of escape for all building users including those who are disabled or require level access together with the associated management plan; access for fire service personnel and equipment; ongoing maintenance and monitoring and how provision will be made within the site to enable fire appliances to gain access to the building. The development shall be carried out in accordance with the approved details, and to the satisfaction of current Building Regulations and the measures and means shall thereafter be retained for the lifetime of the building hereby approved.

Reason: In order to provide a safe and secure development in accordance with Policy D12 of the Intend to publish London Plan (2019).

Operating hours.

21. Customers are not permitted in the retail, restaurant and café and community and leisure uses hereby permitted other than within the following times:
- 08:00 Hours to 23:00 Hours – Monday through to Thursday. 08:00 Hours to 00:00 Hours – Fridays and Saturdays.
 - 10:00 Hours to 23:00 hours – Sundays, Bank or Public holidays.

Reason: To ensure that no nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers or of the area generally.

Maintenance of flues and extraction plant

22. The restaurant and cafe (Class A3) uses hereby permitted shall not commence until details of an ongoing maintenance plan for the fume extraction and filtration equipment have been submitted to and approved in writing by the local planning authority. The approved fume extraction and filtration equipment shall thereafter be retained and maintained in working order for the duration of the use in accordance with the approved details.

Reason: To protect the amenities of adjoining occupiers and the surrounding area (Policy Q2 of the London Borough of Lambeth Local Plan (2015)).

Noise control and management.

23. Prior to the occupation of the development, a scheme of noise and vibration attenuation to the commercial areas shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall fully achieve the commercial room standards as detailed in BS8233:2014 and ensure noise breakout from the 8th floor food and drink use is properly controlled. A post installation validation report confirming full installation of the approved scheme and demonstrating compliance with the standards approved shall be submitted by a suitably qualified person and approved in writing by the local planning authority. The approved noise and vibration attenuation measures shall thereafter be retained and maintained in working order for the duration of the uses in accordance with the approved details.

Reason: To protect the amenities of adjoining occupiers and the surrounding area (Policy Q2 of the London Borough of Lambeth Local Plan (2015)).

Customer Management Plan

24. The restaurant and café and community and leisure uses hereby permitted shall not commence until a Customer Management Plan has been submitted to and approved in writing for each use by the local planning authority. This should include but not be limited to, hours of operation, management responsibilities during all operating hours, measures to control noise from live and amplified music (including the screening of sporting events and public address systems) and minimising the effects of patrons coming and going from site and demonstrating how customers leaving the building will be prevented from causing nuisance for people in the area. The uses hereby permitted shall thereafter be operated in accordance with the approved details for the lifetime of the development.

Reason: To protect the amenities of adjoining occupiers and the surrounding area (Policy Q2 of the London Borough of Lambeth Local Plan (2015)).

Waste and recycling storage

25. Prior to the occupation of the uses hereby permitted, details of waste and recycling storage (including detail on ventilation of refuse stores) for the development shall be submitted to and approved in writing by the local planning authority. The waste and recycling storage shall be provided in accordance with the approved details prior to the commencement of any of the uses hereby permitted, and shall thereafter be retained solely for its designated use. The waste and recycling storage areas/facilities should comply with the Lambeth's Refuse & Recycling Storage Design Guide (2013), unless it is

demonstrated in the submissions that such provision is inappropriate for this specific development.

Reason: To ensure suitable provision for the occupiers of the development, to encourage the sustainable management of waste and to safeguard the visual amenities of the area (Policies Q2 and Q12 of the London Borough of Lambeth Local Plan (2015)).

Waste Management Strategy

26. Prior to the occupation of the uses hereby permitted, a Waste Management Strategy shall be submitted to and approved in writing by the local planning authority. The development hereby permitted shall be built in accordance with the approved details and shall thereafter be retained solely for its designated use. The uses hereby permitted shall thereafter be operated in accordance with the approved Waste Management Strategy.

Reason: To ensure suitable provision for the occupiers of the development, to encourage the sustainable management of waste and to safeguard the visual amenities of the area (Policies Q2 and Q12 of the London Borough of Lambeth Local Plan (2015)).

Cycle Storage

27. Prior to the occupation of the development hereby permitted, details of the provision to be made for cycle parking shall be submitted to and approved in writing by the Local Planning Authority. The cycle parking shall thereafter be implemented in full in accordance with the approved details before the use hereby permitted commences and shall thereafter be retained solely for its designated use for the lifetime of the development.

Reason: To ensure adequate cycle parking is available on site and to promote sustainable modes of transport (Policies T1, T3 and Q13 of the London Borough of Lambeth Local Plan (2015)).

Delivery and Servicing Management Plan

28. The uses hereby permitted shall not commence until a Delivery and Servicing Management Plan, including details of freight consolidation and confirming that all servicing will be undertaken off-street within the service yard, has been submitted and approved in writing by the local planning authority.

The use hereby permitted shall thereafter be operated in accordance with the approved details for the lifetime of the development. The submitted details must include the following:

- a) Frequency and timings of deliveries to the site;
- b) Frequency and timings of other servicing vehicles, such as refuse collections;
- c) Dimensions of delivery and servicing vehicles, with confirmation that the maximum size of any servicing vehicles will not exceed 8 metres (7.5 tonnes);
- d) Proposed loading and delivery locations; and
- e) A strategy to manage vehicles servicing the site.

Reason: To protect the amenities of adjoining occupiers and the surrounding area

(Policy Q2 of the London Borough of Lambeth Local Plan (2015) and to limit the effects of the increase in travel movements (Policy T8 of the Lambeth Local Plan (2015)).

Amalgamation of ground and first floor units

29. None of the ground and first floor, as identified on the proposed ground and first floor plans hereby approved, shall be sub-divided into separate planning units.

Reason: To ensure full accessibility to the development (policy Q1 of the London Borough of Lambeth Local Plan (2015)).

Office use restriction

30. The floorspace shown on the approved plans to be used as offices for operational and administrative functions within Class B1(a) (for the avoidance of doubt this relates to floors two and above) shall be used as such and for no other purpose in Class B1 of the Town and Country (Use Classes) Order 1987 or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification, and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the office floorspace within Class B1(a) shall not change use to residential use (Class C3) under Schedule 2, Part 2, Class 0 of the Town and Country Planning (General Permitted Development) Order 2015.

Reason: To retain and maintain the supply of office space within Brixton Town Centre (Policy ED2 and Site Allocation 16 of the Lambeth Local Plan (2015)).

Mix of uses within the development

31. Prior to the occupation of any part of the development, a Commercial Business and Service Uses Mix Strategy confirming the mixture of uses within the development shall be submitted to and approved in writing by the local planning authority. No less than 50% of the floorspace within the flexible uses proposed at ground and first floor levels hereby approved shall be in retail use and no more than 50% of the floorspace identified on the drawings hereby approved shall be used for the sale of food and drink for consumption within the premises.

Reason: To ensure a satisfactory provision of Class A1 units and floorspace within the indoor market (policy PN3 of the London Borough of Lambeth Local Plan (2015) and policy PN3 of the Draft Revised Lambeth Local Plan Submission Version (2019)).

Limitations on ground and first floor uses

32. The retail, food and drink, office and community uses on the ground and first floors of the development as indicated on the approved plans shall be used as such and for no other purpose.

Reason: To ensure a satisfactory mix of retail, commercial and community space (policy PN3 of the London Borough of Lambeth Local Plan (2015)).

Landscaping, biodiversity and External Amenity

Landscaping Scheme and Ecological Enhancements Strategy

33. Prior to the occupation of any part of the development hereby permitted, a soft and hard landscaping scheme and ecological enhancement strategy shall be submitted to and approved in writing by the local planning authority. The specifications shall include details of the quantity, size, species, position and the proposed time of planting of all elements of the landscape design (together with details of their anticipated routine maintenance and protection) to demonstrate that the Urban Greening Factor of 0.3 has been achieved.

The development shall thereafter be carried out in accordance with the approved timetable. All tree, shrub and hedge planting included within the above specification shall accord with BS3936:1992, BS4043:1989 and BS4428:1989 (or subsequent superseding equivalent) and current Arboricultural best practice.

Reason: In order to introduce high quality soft landscaping in and around the site in the interests of the ecological value of the site and to ensure a satisfactory landscaping of the site in the interests of visual amenity (Policy Q9 of the Lambeth Local Plan (2015)).

Green roofs

34. Prior to the occupation of any part of the development hereby permitted, a detailed specification of the green roofs shall be submitted to and approved in writing by the local planning authority. The specification shall include details of the quantity, size, species, position and the proposed time of planting of all elements of the green roof, together with details of their anticipated routine maintenance and protection. The green roofs shall only be installed and thereafter maintained in accordance with the approved details for the lifetime of the development.

Reason: In order to introduce high quality soft landscaping in and around the site in the interests of the ecological value of the site and to ensure a satisfactory landscaping of the site in the interests of visual amenity (Policies EN4 and Q9 of the Lambeth Local Plan (2015) and Policy G1 of the Intend to publish London Plan (2019)).

Landscaping Scheme and Ecological Enhancements Strategy implementation

35. Within six months of first occupation of any part of the development, evidence to demonstrate that the net biodiversity gains (secured under the Ecological Enhancements details approved as part of the discharge of Condition 33) have been achieved shall be submitted to and approved in writing by the local planning authority. In the event that these gains have not been achieved, a scheme of mitigation to achieve the shortfall shall be submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented within the first planting season following the scheme being approved and shall thereafter be retained for the lifetime of the development.

Reason: In the interests of the ecological value of the site and to ensure a satisfactory landscaping of the site in the interests of visual amenity (Policies EN4 and Q9 of the Lambeth Local Plan (2015) and Policy G1 of the Intend to publish London Plan (2019)).

Landscaping Timescales

36. All planting, seeding or turfing comprised in the approved details of soft landscaping shall be carried out in the first planting and seeding season following the occupation of the development hereby permitted. Any trees, hedgerows or shrubs forming part of the approved landscaping scheme which within a period of five years from the occupation or substantial completion of the relevant phase die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent to any variation.

Reason: In order to introduce high quality soft landscaping in and around the site in the interests of the ecological value of the site and to ensure a satisfactory landscaping of the site in the interests of visual amenity (Policies EN4 and Q9 of the Lambeth Local Plan (2015) and Policy G1 of the Intend to publish London Plan (2019)).

Lighting Scheme

37. Prior to occupation of any part of the development, an external lighting scheme and an internal lighting scheme must be submitted and approved in writing by the local planning authority in accordance with the Institute of Lighting Professional's Guidance notes for the reduction of obstructive light. The scheme must be designed by a suitably qualified person in accordance with the recommendations for environmental zone E3 in the ILP document "Guidance Notes for the Reduction of Obtrusive Light GN01:2011.

The development should be implemented in accordance with the approved details and retained and properly maintained thereafter for the lifetime of the development.

Reason: To ensure minimal nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers and to ensure the external appearance of the building is satisfactory and does not detract from the setting of the nearby conservation areas (Policies Q2, Q6, Q7, Q8 and Q22 of the Lambeth Local Plan (2015)). Also to ensure the minimisation of energy consumption in the interests of environmentally sustainable development (Policy EN4 of the Lambeth Local Plan (2015)) whilst ensuring minimal required operation lighting is maintained in terms of safety as well as ensuring a safe and secure environment to reduce the potential possibly of security, crime and anti-social behaviour risk (Policy Q3 of the Lambeth Local Plan (2015)).

Aerials and telecoms

38. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without planning permission first being granted.

Reason: To ensure that the visual impact of telecommunication equipment upon the surrounding area can be considered (Policies T10, Q6 and Q7 of the Lambeth Local Plan (2015)).

Sustainability and Energy

BREEAM – Post Construction Certificate

39. Within six months of first occupation of any part of the development, a BREEAM Post Construction certificate and summary score sheet should be submitted to and approved in writing by the Local Planning Authority demonstrating that a rating of 'Excellent' has been achieved for the Office space, or a rating of Very Good (with a minimum score of 63%) has been achieved with a justification to explain why an Excellent rating could not be achieved. The summary score sheets for the assessment should demonstrate that the actions proposed to reduce waste during construction and water during operation are undertaken in line with the approved Sustainability Statement.

Reason: To ensure that the development has an acceptable level of sustainability (Policy EN4 of the Lambeth Local Plan (2015))

Photovoltaic panels

40. Prior to above ground construction works commencing, plans, elevations and sections of the roof(s) showing the location of the proposed photovoltaic array(s) should be submitted for approval to the Local Planning Authority. The photovoltaic array(s) shall be implemented in accordance with the approved details and retained and properly maintained permanently thereafter.

Reason: To safeguard the appearance of the completed development and to ensure that the development has an acceptable level of sustainability (Policies Q2, Q7, Q8 and EN4 of the Lambeth Local Plan (2015)).

Travel Plan

41. Prior to the uses hereby approved commencing, a Travel Plan relating to those uses shall be submitted to and approved in writing by the local planning authority. The measures approved in the Travel Plan to be implemented before occupation shall so be implemented prior to the use commencing and shall be so maintained for the duration of the use, unless the prior written approval of the Local Planning Authority is obtained to any variation.

Reason: To ensure that the travel arrangements to the site are appropriate and to limit the effects of the increase in travel movements (Policy 6.3 of the Intend to publish London Plan 2019 and Policies T1 and T6 of the Lambeth Local Plan (2015)).

Secure by Design Accreditation

42. The development shall be constructed and operated thereafter to 'Secured by Design Standards'. A certificate of accreditation to Secured by Design Standards shall be submitted to the local planning authority for approval in writing prior to the residential occupation of the development.

Reason: To ensure that the development maintains and enhances community safety (policy Q3 of the London Borough of Lambeth Local Plan (2015)).

Informatives

1. This decision letter does not convey an approval or consent which may be required under any enactment, by-law, order or regulation, other than Section 57 of the Town and Country Planning Act 1990.
2. Your attention is drawn to the provisions of the Building Regulations, and related legislation which must be complied with to the satisfaction of the Council's Building Control Officer.
3. You are advised to consult the Council's Environmental Health Division concerning compliance with any requirements under the Housing, Food, Safety and Public Health and Environmental Protection Acts and any by-laws or regulations made there under.
4. Your attention is drawn to the provisions of The Party Wall Act 1996 in relation to the rights of adjoining owners regarding party walls etc. These rights are a matter for civil enforcement and you may wish to consult a surveyor or architect.
5. The property numbers of all ground floor units with external doors hereby approved shall be clearly and permanently displayed at their entrance.
6. You are advised of the necessity to consult the Council's Streetcare team within the Public Protection Division with regard to the provision of refuse storage and collection facilities.
7. You are advised of the necessity to consult the Council's Highways team prior to the commencement of construction on 020 7926 9000 in order to obtain necessary approvals and licences prior to undertaking any works within the Public Highway including Scaffolding, Temporary/Permanent Crossovers, Oversailing/Undersailing of the Highway, Drainage/Sewer Connections, Hoarding, Excavations (including adjacent to the highway such as basements, etc), Temporary Full/Part Road Closures, Craneage Licences etc.
8. You are advised that this permission does not authorise the display of illuminated advertisements at the premises and separate consent may be required from the Local Planning Authority under the Town and Country Planning (Control of Advertisements) Regulations 1992.
9. As soon as building work starts on the development, you must contact the Street Naming and Numbering Officer if you need to do the following:
 - name a new street
 - name a new or existing building
 - apply new street numbers to a new or existing building

This will ensure that any changes are agreed with Lambeth Council before use, in accordance with the London Buildings Acts (Amendment) Act 1939 and the Local Government Act 1985. Although it is not essential, we also advise you to contact the

Street Naming and Numbering Officer before applying new names or numbers to internal flats or units. Contact details are listed below. Street Naming and Numbering Officer e-mail: streetnn@lambeth.gov.uk tel: 020 7926 2283 fax: 020 7926 9104.

10. For information on the NRMM Low Emission Zone requirements and to register NRMM, please visit "<http://nrmm.london/>". Background documents – Case file (this can be accessed via the planning Advice Desk, Telephone 020 7 926 1180). For advice on how to make further written submissions or to register to speak on this item, please contact Democratic Services, 020 796 2170 or email.
11. When construction timeframes are known the developer will need to pass related details (precise location, maximum height and associated timescales) to the Defence Geographic Centre (DGC) which maintains the UK's master database of tall structures (the Digital Vertical Obstruction File). The DGC point of contact is 0208 818 2702/dvof@mod.uk.
12. Temporary structures such as cranes can be notified through the means of a Notice to Airmen (NOTAM). If above a height of 300ft (91.4m) above ground level, the developer must ensure that the crane operator contacts the CAA's Airspace Regulation (AR) section on ARops@caa.co.uk or 02074536599.
13. For cranes below this high the developer must ensure that the crane operator contacts Low Flying Operations at RAF Wittering CAS-ASLFOSOpsLF@mod.uk / 01780 146 208. However, in this case that is not necessary as no military low-flying routinely takes place in this location. If the crane is to be in place for in excess of 90 days it should be considered a permanent structure and will need to be notified as such: to that end the developer should also contact the DGC (see above). Additionally, any crane of a height of 60m or more will need to be equipped with aviation warning lighting in line with CAA guidance concerning crane operations which is again available at <http://publicapps.caa.co.uk/docs/33/CAP%201096%20In%20Focus%20-%20Crane%20Ops.pdf>.
14. As Network Rail are the land owner of the viaduct/arch structure, the applicant will have to obtain business and technical clearance from Network Rail which is crucial to ensure inspections and maintenance of the asset/structure can continue as well as other important Network Rail tasks. Therefore the applicant must contact Network Rail's Asset Protection and Optimisation Team via AssetProtectionLondonSouthEast@networkrail.co.uk with a view to enter an Asset Protection Agreement well before any work commencing. Our Asset Protection Team will also assist with the technical clearance process.
15. Thames Water have advised that the development should not be occupied until confirmation has been provided that either: - 1. Capacity exists off site to serve the development, or 2. An infrastructure phasing plan has been agreed with Thames Water. Where an infrastructure phasing plan is agreed, no occupation should take place other than in accordance with the agreed infrastructure phasing plan, or 3. All wastewater network upgrades required to accommodate the additional flows from the development

have been completed. The Applicant is advised to liaise with Thames Water Development Planning Department (telephone 0203 577 9998).

With regard to surface water drainage, Thames Water have requested that the development not be occupied until confirmation has been provided that either: - 1. Capacity exists off site to serve the development or 2. An infrastructure phasing plan has been agreed with Thames Water. Where an infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed infrastructure phasing plan. Or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents. The Applicant can request information to support the discharge of this requirement by visiting the Thames Water website at thameswater.co.uk/preplanning. You are advised to liaise with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the development commencing.

Thames Water have identified that upgrades to the water network will be required. Works are ongoing to understand this in more detail. The development may low / no water pressures and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development. Any necessary reinforcement works, in order to avoid low / no water pressure issues, should be discussed directly with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the development commencing.

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The Applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Workingnear-or-diverting-our-pipes>

The proposed development is located within 15m of our underground water assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read Thames Water's guide 'working near our assets' to ensure your workings are in line with the necessary processes the development needs to follow if any working above or near Thames Water's pipes or other structures, which can be found at: <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk.

Thames Water have also requested confirmation whether the proposed foul water discharge by gravity into manhole TQ31752401 will be at proposed surface water discharge at 5.0 l/s for all storm events up to and including 1:100yr+40%CC into manhole TQ31752401.

16. You are advised that any external illumination of the upper storeys (above the height of the slab block) of the building is unlikely to be acceptable as this is likely to adverse impact on the visual amenity of the surrounding area and the setting of heritage assets within the vicinity of the site

**TRAVELLING DRAFT 11.1.21 – ALL DRAFTING SUBJECT TO ONGOING NEGOTIATIONS BETWEEN THE
APPLICANT AND LAMBETH**

DATED 2020

**THE MAYOR AND BURGESSES OF
THE LONDON BOROUGH OF LAMBETH**

-and-

(1)

-and-

(2)

Deed pursuant to section 106 of the Town and Country Planning Act 1990 and other powers, in
relation to 20-24 Popes Road London SW9 8JB

Sharpe Pritchard LLP
On Behalf of Lambeth Legal Services
Elm Yard
10-16 Elm Street
London
WC1X 0BJ

Our ref:

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THIS DEED is made the

day of

2020

BETWEEN:

- (1) **THE MAYOR AND BURGESSES OF THE LONDON BOROUGH OF LAMBETH** of Lambeth Town Hall, Brixton Hill, London SW2 1RW of the first part (hereinafter referred to as the "**Council**"); and
- (2) **NETWORK RAIL INFRASTRUCTURE LIMITED** (Company registration number 2904587) whose registered address is 1 Eversholt Street, London NW1 2DN of the fourth part (hereinafter referred to as "**Network Rail**") (the "**Freeholder**"); and
- (3) **SDI (PROPCO 75) LIMITED** (Company registration number 1157725) whose registered office is at Unit A Brook Park East Road Shirebrook Mansfield NG20 8RY (the "**Leaseholder**");

hereinafter together called the "**Parties**".

RECITALS

- (A) Network Rail is the owner of the freehold of the Site.
- (B) The Leaseholder is the proprietor of a leasehold interest in the Site which is registered at the Land Registry under title TGL163434.
- (C) The Sports Direct.Com Retail Limited is the proprietor of a leasehold interest in part of the Site which is registered at the Land Registry under title TGL515833
- (D) London Power Network PLC have a leasehold interest registered against part of the Site which is registered at the Land Registry under title TGL277410. The Parties are satisfied that this leasehold owner is incapable of Commencing Development or meeting the obligations under this Deed and have agreed that such leasehold owner is not to be joined as a party to this Deed.
- (E) AG Hondo Popes Road BV (a Dutch incorporated entity) has submitted a full (detailed) planning application under **Ref No 20/01347/FUL** to the Council in [] 2020], considered by the Council's Planning Applications Committee at its meeting on [xx []] 2020, when a resolution to grant the planning permission was obtained, subject to the terms hereof.
- (F) The obligations contained in this Deed are planning obligations for the purposes of Section 106 of the 1990 Act and covenants under the Acts.
- (G) The Council is the local planning authority by whom the obligations in this agreement are enforceable and is the local highway authority under the Highways Act 1980.
- (H) Having regard to the provisions of the development plan and all material planning considerations affecting the Site and the Application the Council considers that the Development ought only to be permitted subject to the terms hereof. The Parties are satisfied that the restrictions and provisions contained in this Deed are necessary to make the Development acceptable in planning terms, are directly related to the Development and fairly and reasonably related in scale and kind to the Development and thus satisfy the requirements of regulation 122(2) of the CIL Regulations.

NOW THIS DEED WITNESSETH

1 DEFINITIONS AND INTERPRETATION

- 1.1 The following words and phrases shall unless the context otherwise requires bear the following meanings. Individual Schedules to this Deed contain specific definitions where those definitions are only relevant to that individual Schedule. To the extent that there is a definition that applies to the Clauses in this Deed and/or more than one Schedule the definition is contained in this Clause 1:1:

“1980 Act”	means the Highways Act 1980 as amended;
“1990 Act”	means the Town and Country Planning Act 1990 as amended;
“Acts”	means section 111 of the Local Government Act 1972, section 1 of the Localism Act 2011, Section 16 of the Greater London Council (General Powers Act) 1974 and in respect of the obligations regarding works to the public highway section 278 of the 1980 Act, section 38 of the 1980 Act and in each case any statutory amendment, variation, substitution or re-enactment thereof together with all other statutory powers and Acts pursuant to which the Parties hereto shall be empowered to enter into this Deed;
“Additional Visitor Cycle Parking Spaces Contribution”	means the sum of up to [£18.600] to be paid to the Council to be applied towards the provision of additional cycle parking facilities in the [Brixton] town centre;
“Administrative Area”	means the administrative area within the London Borough of Lambeth;
“Application”	means the application (Ref No 2001347/FUL) received by the Council seeking full planning permission to carry out the Development upon the Site;
“BCIS All-in Tender Price Index”	means the Building Cost information Services Price Index produced by the Royal Institution of Chartered Surveyors;
“Bus Service Contribution”	means the sum of [£ 450,000] to be paid to the Council [which shall be passed by the Council to TfL as soon as reasonably practicable] to be applied towards the provision of bus services
“Carbon Offset Contribution”	means the sum calculated in accordance with Part 2 of Schedule 9 to be applied by the Council towards measures to reduce the amount of carbon dioxide released into the atmosphere in the Administrative Area by the Council
“CIL Regulations”	means the Community Infrastructure Levy Regulations 2010 (SI 2010 No 948) as amended;
“Commencement”	means commencement of the Development by the carrying out of any material operation within the meaning of sections 56(2) and (4) of the 1990 Act and the expression “ Commence ” and “ Commenced ” shall be construed accordingly;
“Commencement of Above Ground Works”	means the carrying out of construction works above ground following completion of demolition works and basement works and “ Commence Above Ground Works ” shall be construed accordingly;
“Commercial Units”	means the
“Community Infrastructure Levy”	means any liability pursuant to the CIL Regulations;

“Completion”	means the completion of any section or part of the Development as evidenced by the issue of a certificate of practical completion by a suitably qualified architect, engineer or surveyor (as the case may be) on behalf of the Developer and the expressions “Complete” and “Completed” shall be construed accordingly;
“Council”	means the party of the first part hereto which shall include successors to its functions from time to time;
“Cycle Hire Docking Station and Cycle Hire Membership Contribution”	means the sum of [£ TBC] to be applied by [TfL or the Council exclusively towards cycle hire docking station/s in the vicinity of the Site;
“Development”	means demolition of the existing building and erection of a part four, part nine and part twenty storey building comprising flexible Class A1 (shops)/A3 (restaurants and cafes)/B1 (business)/D1 (non-residential institutions)/D2 (assembly and leisure) uses at basement, ground and first floor levels, with restaurant (Class A3) use at eight floor level and business accommodation (Class B1) at second to nineteenth floor levels, with plant enclosures at roof level and associated cycle parking, servicing and enabling works;
“DHN”	means a district heating network or system that uses steam or hot water produced at a central plant and then pipes that transfer heating out to buildings in the district for space heating and domestic water;
“DHN Statement”	means a statement that provides for details of how the Developer shall comply with its obligations regarding the connection or potential connection of the Development to the DHN or future DHN in accordance with Schedule [] ;
“Disabled Car Parking Bays Contribution”	means the sum of [£20,000] to be paid to the Council which shall be applied by the Council towards the provision of two new on street disabled parking bays on Brixton Road (or elsewhere within the vicinity of the Site);
“Disabled Person Badge”	means a badge issued pursuant to section 21 of the Chronically Sick and Disabled Persons Act 1970 or any replacement thereof;
“Employment and Skills Contribution”	means the sum of [£] to be paid to the Council which shall be applied by the Council towards the implementation of employment and training initiatives in the Borough of Lambeth in a way which will benefit the Development;
“Employment and Skills Plan”	means a written employment and skills plan (to include a strategy for school engagement) to be prepared by the Developer in general accordance with para 1 of Schedule [] ;

“Financial Contributions”	<p>means collectively:</p> <ul style="list-style-type: none"> (a) the Bus Service Contribution (b) Employment and Skills Contribution; (a) the Legible London Signage Contribution; (b) the Public Art Contribution; (c) the Carbon Offset Contribution (d) the Local Streets Improvement Contribution; (e) the Cycle Hire Docking Station and Cycle Hire Membership Contribution; (f) the Electric Vehicle Charging Contribution; (g) the Network Rail Station [Improvement] Contribution; (h) the Disabled Car Parking Bays Contribution; (i) the Additional Visitor Cycle Parking Spaces Contribution;
“First Occupation Date”	means the date upon which any part of the Development is first Occupied and the expressions “First Occupied” and “First Occupation” shall be construed accordingly;
“First Schedule of Condition”	Means the schedule of condition in respect of <i>[insert roads]</i> ;
“Fitted Out Standard”	means generally delivered to Shell and Core standard fitted out, decorated and furnished in accordance with the standard and specification and (in the case of the Affordable Workspace the responsible planning officer for Affordable workspace at the Council);
“Flexible Floorspace”	means that part of the Development shown on Plan [];
“Full Occupation Date”	means the date upon which the offices within the Development have been sold and/or leased and/or fully Occupied and the terms “Fully Occupy” and “Full Occupation” shall be construed accordingly;
“GIA”	means gross internal area as that expression is defined in the Code of Measuring Practice (6 th Edition dated January 2018) issued by the Royal Institution of Chartered Surveyors;
“GLA”	means the Greater London Authority of City Hall, Queen’s Walk, London SE1 2AA or such successor body for the time being having the powers conferred on the GLA at the date of this Deed;
“Head of Planning”	means the Council’s Divisional Director (Planning) or any other officer properly exercising the authority of that person for the time being;
“Highway Works”	means such works for the proper reparation and reinstatement of the highway and infrastructure surrounding the Development to the condition

illustrated by the First Schedule Condition and to the Council's standards applicable at the time of such reparation and reinstatement and such works as may reasonably be required by the Council to enable integration between the Completed Development and the highways PROVIDED THAT the need for any such works is directly attributable to the Development;

“Implementation”

means implementation of the Permission by the carrying out of any material operation within the meaning of sections 56(2) and (4) of the 1990 Act and the expressions **“Implement”** and **“Implemented”** shall be interpreted accordingly PROVIDED THAT operations consisting of or in connection with:

- (a) ground investigations or site survey works;
- (b) demolition works ;
- (c) site clearance (including associated temporary works);
- (d) laying and/or diversion and/or decommissioning of existing services and service media;
- (e) test piles and agreed structural elements undertaken contemporaneously with demolition, designed to accommodate tower cranes in order to facilitate the start of construction;
- (f) construction or erection of boundary fencing or hoardings or scaffolding;
- (g) construction of temporary accesses or service roads;
- (h) archaeological investigations;
- (i) noise attenuation works; and
- (j) temporary buildings and structures required for or associated with construction works;

shall not be taken to be a material operation as defined in the said section 56(2) and (4) for the purposes of this definition;

“Implementation Date”

means the date upon which the Permission is Implemented;

“Legible London Signage”

means a simple-to-use wayfinding system including maps and plans which is designed to help pedestrians find the shortest route to their destination;

“Legible London Signage Contribution”

means the sum of **£15,000** to be applied by TfL or the Council towards Legible London Signage within the vicinity of the Site;

“Local Businesses”

means businesses that are located in and/or conduct a significant part of their business in the Administrative Area;

“Local People”

means people who are ordinarily resident in the Administrative Area;

“Local Streets Improvement Contribution”	means the sum of £300,000 to be applied by the Council in implementing improvements schemes to local roads and streets in the vicinity of the Site;
“Monitoring Fee”	means the sum of £46,725 payable to the Council pursuant to clause 18 to be used by the Council for monitoring the observance and performance of the obligations in this Deed and upon the administration of the provisions of this Deed;
“Necessary Consents”	means any planning consent(s), and any other consents (including consent pursuant to s.144 of the 1980 Act and stopping up orders as necessary, or licences that the Developer will require in order to undertake and complete any element of the Development [and the Public Realm Design Scheme];
“Network Rail Station [Improvement] Contribution”	means the sum of £300,000 [to be paid to the Council to be passed by the Council to Network Rail] following receipt to be applied towards improving accessibility that could include the installation/ improvement of the lift facilities at Brixton Station;
“Occupation”	means the beneficial occupation of the relevant part or element of the Development consented by the Permission and shall not include personnel engaged in construction, fitting out, finishing or decoration, nor occupation for marketing, estate management and security, show sites or letting purposes and the expressions “Occupy” , “Occupied” “Occupier” “Occupiers” and “Occupying” shall be construed accordingly;
“Owners”	means the Freeholder, the Leaseholder
“Permission”	means the planning permission (Ref No 1901347//FUL) granted pursuant to the Application in substantially the form of the draft annexed at Schedule [1] to this Deed (and includes non-material amendments issued pursuant to section 96A of the 1990 Act);
“Plan 1”	means the plan annexed to this Deed and marked Plan 1 ;
“Planning Obligations”	Means the Owners joint and several obligations under clause 6;
“Reasonable Endeavours”	means that the party under such an obligation shall not thereby be required to take proceedings (including any appeal) in court, public inquiry or hearing (unless specified to the contrary) but subject thereto shall be bound to attempt to fulfil the relevant obligation by the necessary and proportionate expenditure of such effort and/or sums of money and the engagement of such professional or other advisers as in all the circumstances (including the importance to the other

	party of the fulfilment of the relevant obligation) are/is likely to be sufficient for the objective to which the endeavour relates;
“Restaurant Unit”	means the restaurant unit to be provided as part of the Development as shown on plan [];
“Second Schedule of Condition”	Means the schedule of condition in respect of <i>[insert roads]</i> ;
“Service Charge”	means the charges for building management and maintenance provided in respect of the [];;
“Shell and Core Finish”	means constructed to shell and core finish (as that expression is understood in the commercial development industry) and not fitted out, decorated or furnished;
“Site”	means the entirety of the area of land (at all levels and in all planes) to which the Permission relates;
“TfL”	means Transport for London which shall include any successor to its statutory functions from time to time;
“TfL Contributions”	means the Legible London Signage Contribution[and the Bus Services Contribution;
“TfL Road Network”	means the network of GLA roads (as defined by the 1990 Act);
“Travel Plans”	Means the non-residential travel plan setting out a package of transport related measures to be adopted in the management of the Development in accordance with the provisions of [Schedule] ;
“Travel Plan Monitoring Fee”	means the sum of [£8,000] to be used by the Council towards the implementation of the Travel Plans;
“Use Class”	means a use class in the Town and Country Planning (Use Classes) Order 1987 (as amended) [but for the purposes of this Deed not [SI] as amended from 1 September 2020] ;
“Utilities Provider”	means an energy service company, statutory undertaker, services utility company or provider with any interest in the Site for the purpose of providing the supply of utilities to the Site, including electricity, gas, water, heat, power, drainage or telecommunications services;
“VAT”	means value added tax as referred to in the Value Added Tax Act 1994;
“Working Day(s)”	means any Monday to Friday excluding bank or other public holidays;

- 1.2 Any covenant by the Parties not to do any act of thing shall be deemed to include an obligation not to permit or suffer such act or thing to be done by another person where knowledge of the actions of the other person is reasonably to be inferred.
- 1.3 Where under this Deed any notices, approval, consent, certificate, direction, authority, agreement, action, expression of satisfaction is required to be given or reached or taken by any

party or any response is requested any such notice, approval, consent, certificate, direction, authority, agreement, action, expression of satisfaction or response shall not be unreasonable or unreasonably withheld or delayed.

- 1.4 [Subject to clause 2.2] where more than one person is obliged to observe or perform an obligation contained in this Deed the obligation may be enforced against all such persons jointly or against each of them individually and may be carried out by one or more of them.
- 1.5 In this Deed, unless the context otherwise requires:
- 1.5.1 a reference to a person shall include a reference to a firm, a body corporate, an unincorporated association, a partnership or to an individual's executors or administrators;
 - 1.5.2 the singular includes the plural and vice versa and the masculine includes the feminine and vice versa;
 - 1.5.3 where reference is made to a clause, part, plan, paragraph, recital or schedule such reference (unless the context requires otherwise) is a reference to a clause, part, plan, paragraph, recital or schedule of or to (or in the case of a plan attached to) this Deed;
 - 1.5.4 the headings appearing in this Deed are for each of reference only and shall not affect the construction of this Deed;
 - 1.5.5 any references to any particular statute or other enactment include any statutory extension, modification, amendment or re-enactment of such statute or other enactment and also include any subordinate instruments, regulations or orders made in pursuance of it; and

2 PLANNING OBLIGATIONS

- 2.1 The obligations contained in this Deed are planning obligations for the purposes of Section 106 of the 1990 Act and covenants and undertakings under the Acts, and the Planning Obligations are entered into with the intent that, subject to clauses 2.2 they shall be enforceable without limit of time not only against the Owners but also against their respective successors in title and assigns and any person corporate or otherwise claiming through or under the Owners an interest or estate created hereafter in the Site (or any part or parts thereof) as if that person had also been an original covenanting party in respect of such of the Planning Obligations which relate to the interest or estate for the time being held by that person.
- 2.2 This Deed shall not be enforceable directly against [individual owners, Occupiers or tenants of any part of the Site in relation to leases of the [retail or commercial floorspace] with the exception of the following provisions, which are intended to be binding and enforceable against individual tenants and Occupiers:
- 2.2.1 [Paragraphs of **Schedule []** [e.g. Parking Restrictions];
 - 2.2.2 and...]
- 2.3 No person shall be liable for any breach of the Planning Obligations or other provisions of this Deed after it shall have parted with its entire interest in the Site but without prejudice to liability for any subsisting breach arising prior to parting with such interest.
- 2.4 Any chargee or mortgagee from time to time of the whole or any part of the Site shall not be liable for the breach of any planning obligations or other provisions of this Deed unless and until (a) the said chargee or mortgagee takes possession of the Site (in whole or in part) in which case it too will be bound by the obligations as if it were a person deriving title from the Owner and (b) until such time as the said chargee or mortgagee disposes of its interest in the Site save that in the case of (b), the charge or mortgagee will remain liable for any breach of any planning obligations which arose while it was in possession and have not been remedied.
- 2.5 The Council shall not enforce the covenants , undertaking, restrictions or obligations in this Deed against any Utilities Provider which has an interest in the Site for the purpose of carrying out its statutory functions

3 ENTRY INTO FORCE

This Deed shall come into effect as follows (but subject to clause 4 below):

- 3.1 this clause 3 and clauses 5.2 (statutory functions), 9 (interest), 10 (severability), 12 (dispute resolution), 13 (notices), 14 (actions required on completion), 15 (governing law), 16 (no third party liability), 19 (termination) and 20 (good faith), and so far as is necessary for its interpretation, the definitions in clause 1, shall come into effect upon completion of this Deed;
- 3.2 subject to sub-clauses 3.3 and 3.4 below and to clause 19 (Termination), the remaining provisions of this Deed shall come into effect upon the grant of the Permission;
- 3.3 subject to clause 19 (Termination), those provisions of this Deed which apply in respect of obligations in force prior to the Commencement shall come into effect upon the grant of the Permission; and
- 3.4 subject to clause 19 (Termination), the provisions of this Deed containing obligations intended to have effect on or following the Commencement shall come into force upon the Commencement

4 NO ENCUMBRANCE

The Owners HEREBY COVENANT with the Council that in the event that the Permission is Implemented it will not enter into any covenant or agreement relating to any part of the Site whose effect would be to preclude the carrying out of the planning obligations and covenants contained in this Deed PROVIDED THAT for the avoidance of doubt, this clause will not prevent any disposal or dealing by grant of lease, mortgage, charge or otherwise with the Owners interest in any part of the Site.

5 GENERAL PROVISIONS

IT IS HEREBY AGREED AND DECLARED that:

- 5.1 The covenant on behalf of the Parties hereto to be observed and performed under this Deed shall be treated as Local Land Charges and registered at the Local Land Charges Registry for the purposes of the Local Land Charges Act 1975.
- 5.2 Nothing in this Deed shall prejudice or affect the rights, powers, duties and obligations of the Council in the exercise by each their statutory functions; and that the rights, powers, duties and obligations of the Council under private or public statutes, bye-laws, orders and regulations may be as fully and effectively exercised as if they were not a party to this Deed.
- 5.3 The Parties hereto hereby agree to observe and perform the respective covenants on their respective parts set out in the Schedules hereto.
- 5.4 The Council will on written request and upon payment of the Councils reasonable administrative costs from the Leaseholder (or any other Party to this Deed in respect of obligations which directly affect them) certify whether or not an obligation under this Deed has been satisfied.
- 5.5 The Owners at nil cost produce copies of the certificates issued by the Council pursuant to clause 5.5 on request to any intending purchaser or prospective funder or tenant of any part of the Site.
- 5.6 Nothing in this Deed shall be construed as granting permission to the Owners or his agents or servants from time to time to carry out works on a highway for which the Council or TfL is the highway authority otherwise than specifically provided in this Deed.
- 5.7 The Council will not expend or apply the sums payable to it by the Owners under this Deed (the "**Contributions**") other than for the purposes specified in respect of each such sum.

6 THE OWNERS COVENANTS (THE PLANNING OBLIGATIONS)

- 6.1 The Owners will jointly and severally observe and perform the covenants and undertakings on their respective parts contained in **Schedules** [] to [] inclusive of this Deed as planning obligations for the purposes of the 1990 Act and covenants and undertakings under the Acts.
- 6.2 The Owners covenant not to Commence the Development until the Sports Direct.Com Retail Limited leasehold interest referenced at recital [] of this Deed (the "Leasehold Interest") has terminated and the Owners have obtained vacant possession of the Site or until the Owners have otherwise bound such leasehold title to the terms of this Deed by the

entering into of further agreements or undertakings under section 106 of the 1990 Act in such form as the Council has previously approved in writing.

- 6.3 The Owners covenant not to vary or to consent to any variations of the Leasehold Interest that would enable the carrying out of Commencement of the Development and covenants not to consent to any alteration of the premises under the Leasehold Interest that would constitute the carrying out of Commencement of the Development unless and until the Owners have otherwise bound such Leasehold Interest to the terms of this Deed by the entering into of further agreements or undertakings under section 106 of the 1990 Act in such form as the Council previously approved in writing.

7 COUNCIL'S COVENANTS

- 7.1 The Council will observe and perform the covenants and undertakings on its part contained in this Deed and will not unreasonably withhold or delay its consent, agreement or approval to any matter that requires its consent, agreement or approval in this Deed
- 7.2 The Council covenants with the Owners to apply the Financial Contributions in accordance with the terms of this Deed and to pay the TfL Contributions to TfL.
- 7.3 To use Reasonable Endeavours to apply the Local Streets Contribution in accordance with the terms of this Deed prior to the estimated date for Occupation.
- 7.4 [To work cooperatively with the Owners to facilitate the delivery of the Public Realm Area]
- 7.5 To maintain that part of the Public Realm Area that is part of the Existing Public Highway
- 7.6 The Council covenants with the Owners to approve the marketing strategy for the Affordable Workspace Units (as set out in **Schedule[]** within [] months following receipt.

8 NO WAIVER

No waiver (whether express or implied) by the Council of any breach or default by the and the Owners in performing or observing any of the covenants, undertakings, obligations or restrictions contained in this Deed shall constitute a continuing waiver and no such waiver shall prevent the Council from enforcing any of the said covenants, undertakings, obligations or restrictions or from acting upon any subsequent breach or default in respect thereof by the Owners.

9 INTEREST

Without prejudice to any other right, remedy or power herein contained or otherwise available to the Council if any payment of any sum referred to herein and expressed to be payable to the Council shall have become due but shall remain unpaid for a period exceeding twenty eight days the Owners shall pay on demand to the Council interest thereon at the interest rate of 3 per centum per annum above the base lending rate of the National Westminster Bank plc from the date when the same became due until the date of actual payment thereof.

10 SEVERABILITY

Each clause, sub-clause, schedule or paragraphs shall be separate, distinct and severable from each other to the extent only that if any clause, sub-clause, schedule or paragraph becomes or is invalid because of a change of circumstances or any other unforeseen reason or if any one or more of such clause, sub-clause, schedule or paragraph shall be held by the Council to be void for any reason whatsoever but would be valid if severed or any wording was deleted or any time period reduced or scope of activities or area covered diminished then any modifications necessary to ensure such clause, sub-clause, schedule or paragraph be valid shall apply without prejudice to any other clause, sub-clause, schedule or paragraph contained herein.

11 VERIFICATION AND ENFORCEMENT

- 11.1 The Owners (to the extent it is within the Developer's control to do so) permit the Council and their authorised employees and agents upon reasonable notice to enter the Site at all reasonable times for the purpose of verifying whether or not any obligation arising hereunder has been performed or observed.

- 11.2 Subject to clause 11.3 without prejudice to any other right, remedy or power herein contained or otherwise available to the Council if there is a breach of a requirement in a Planning Obligation to carry out any operations in, on, under or over the Site the Council may:
- 11.2.1 enter the Site and carry out the operations in relation to the Planning Obligation; and
 - 11.2.2 recover from the Owners any expenses reasonably incurred by the Council in doing so as a debt due and owing.
- 11.3 Before the Council exercises its powers under clause 11.2 hereof it shall give not less than twenty one days' written notice of their intention to do so to the Owners and shall afford the Owners the opportunity in that time to remedy any alleged breach.

12 RESOLUTION OF DISPUTES

- 12.1 In the event of any dispute between the Parties hereto any party may invite any other party to resolve the dispute by mediation in such manner as the Parties may agree.
- 12.2 In the event of a dispute between the Parties (other than a dispute relating to a matter of law or in relation to the interpretation of this Deed) the Parties agree that the matter in dispute will on the application of any of such Parties to the dispute be referred to a person acting as an expert (hereinafter referred to as the "**Expert**") being a person with not less than ten years' recent and relevant experience of the matter in dispute whose identity will be agreed between the Parties to such dispute or in default of agreement appointed by or on behalf of the president for the time being of the Royal Institution of Chartered Surveyors on the application of any party and it is further agreed that:
- 12.2.1 the determination of the Expert will be final and binding on the Parties save in the case of manifest error;
 - 12.2.2 the Parties will be entitled to make representations and counter-representations in accordance with such timetable as the Expert shall direct; and
 - 12.2.3 the Expert's costs will be borne in such proportions as he may direct failing which each party will bear its own costs of the reference and determination and one half each of the Expert's costs.

13 NOTICES

- 13.1 Any notice to be served in accordance with this Deed shall be validly served if served in accordance with section 196 of the Law of Property Act 1925 at the respective addresses cited in this Deed except that any notice to be served on the Council shall be addressed to the Head of Planning and shall quote the reference number referred to in the definition of "Application" in clause 1.1 hereof and sent to London Borough of Lambeth, Planning Division, Regeneration and Housing, 3rd Floor, Civic Centre, 6 Brixton Hill, London SW2 1EG.
- 13.2 The Owners] shall give the Council at least twenty Working Days written notice of its intention to:
- (i) Commence the Development; and
 - (ii) Implement the Development.
- 13.3 The Owners shall notify the Council in writing of the date:
- 13.3.1 which is three months prior to the anticipated Commencement ;
 - 13.3.2 of Commencement of Above Ground Works
 - 13.3.3 which is six months prior to the anticipated date of Completion;
 - 13.3.4 which is three months prior to the anticipated First Occupation Date;
 - 13.3.5 of First Occupation;
 - 13.3.6 of First Occupation of the Office Building;
 - 13.3.7 of First Occupation of a Commercial Unit;

14 ACTIONS ON COMPLETION

14.1 The Owners will:

- 14.1.1 on completion of this Deed pay the Council's reasonable legal costs and disbursements properly incurred in the negotiation and preparation of this Deed in the agreed sum of £●; and
- 14.1.2 within 28 days of completion of this Deed make an application to the Land Registry to register a notice of the terms of this Deed on the Charges Registers of **Title Number** , and will inform the Council's solicitors in writing as soon as registration has been notified by the Land Registry and will supply the Council's solicitors at no cost to the Council or its solicitors with copies of such completed registrations.

- 14.2 If the Owners has not completed the registrations in accordance with clause 14.1.2, the Owners hereby consent to the Council making an application to register a notice of the terms of this Deed on the Charges Registers of **Title Number** and to pay the Council's reasonable costs and disbursements in respect thereof and the Council will inform the Owners solicitors in writing, as soon as such registration has been notified by the Land Registry.

15 DEED GOVERNED BY ENGLISH LAW

This Deed is subject to and will be construed in all respects in accordance with the provisions of English law, and the Owners hereby submit to the non-exclusive jurisdiction of the English courts.

16 THIRD PARTIES

Without prejudice to the definitions of the "Council", the "Freeholder", the "Leaseholder" and the "Second Leaseholder " (which, for the avoidance of doubt, includes any successors in title to the Owners respect of its interests in the Site) given in clause 1.1 hereof it is not intended that this Deed should give rights hereunder to any third party arising by virtue of the Contracts (Rights of Third Parties) Act 1999.

17 INDEXATION

- 17.1 The Employment and Skills Contribution and ES Compliance Payment shall be adjusted by a percentage equivalent to the percentage increase (if any) shown in the Retail Prices Index or its replacement from the date that is three months after the date of the Permission to the day of payment of the sum in question. For the avoidance of doubt, in the case of a decrease in the Index the change in the Index shall be deemed to be nil.
- 17.2 The sums and amounts payable as set out in **Schedule []**(Financial Contributions) the Travel Plan Monitoring Fee and the Monitoring Fee shall be adjusted by a percentage increase (if any) shown in the BCIS All-in Tender Price Index or the replacement as published from the date that is three months after the date of the Permission to the date of payment of the sum in question. For the avoidance of doubt, in the case of a decrease in the Index, the change in the Index shall be deemed as nil.
- 17.3 The Affordable Workspace rental level referred to in Schedule [] shall be adjusted by a percentage equivalent to the percentage increase (if any) shown in the [].

18 MONITORING FEE

- 18.1 The Owners shall pay the Monitoring Fee to the Council prior to Implementation PROVIDED THAT any sums paid to the Council and not expended or committed shall be returned to the Developer forthwith should the Permission be quashed or otherwise revoked without the Developer's consent.
- 18.2 The Council shall not expend or apply the Monitoring Fee otherwise than upon monitoring observance and performance of the obligations herein and upon the administration of the provisions of this Deed.

19 TERMINATION

- 19.1 The obligations contained in this Deed will cease if the Permission is quashed or revoked or withdrawn or expires prior to Commencement or is modified in a material way (other than by agreement with or at the request of the Owners so as to make this Deed irrelevant.

20 GOOD FAITH

All Parties agree to act at all times in good faith towards one another in connection with the subject-matter of this Deed.

IN WITNESS whereof the Parties hereto have executed this Deed the day and year first before written.

SCHEDULE 1 - DRAFT PERMISSION (REF NO: 20/01347FUL)

DRAFT

SCHEDULE 2 - PLANS

Plan 1 :

DRAFT

SCHEDULE 3 - FINANCIAL CONTRIBUTIONS

1 The Owners covenant with the Council as follows:

1.1 to pay the Financial Contributions in accordance with the dates and in the amounts set out in the table below:

Table

	Financial Contributions	Date(s) of Payment	Amount
1.	(a)Employment Training and Skills Contribution	Prior to the Implementation	£150,000
	(b)Employment Training and Skills Contribution	per annum on the anniversary of the first payment due date for a period of 25 years	£56,000
2.	Legible London Signage Contribution	Prior to First Occupation	£15,000
3.	Public Art Contribution		[£ 80,000 payable in accordance with the Public Art Strategy
5.	Local Streets Improvement Contribution	Prior to the Above Ground Work]	[£300,000]
6.	Cycle Hire Docking Station and Cycle Hire Membership Contribution	Prior to the Above Ground Works]	£220.000
7.	Disabled Car Parking Bays Contribution	Prior to [the Above Ground Works]	£20,000
9.	Network Rail Station [Improvements] Contribution	Prior to Occupation	[£300,000]
11.	Bus Service Contribution	Prior to Occupation	[£450,000]
12.	Carbon Offset Contribution		Payable in accordance with Part 2 of Schedule 9
6.	Monitoring Fee	Prior to Implementation]	£46,725
7.	Travel Plan Monitoring	within 1 (one) month of the Travel Plan being approved by the Council in accordance with [Schedule [], part [] paragraph []	£8,000

1.2 not to progress or to permit progress including Implementation and Occupation (as applicable) past the relevant date of payment as is stated in the table at paragraph 1.1 above unless and until the corresponding Financial Contribution has been paid in accordance with that table; and

1.3 to carry out an annual review of the utilisation of the cycle parking [on the Site/[]km radius of the Site] (with the first review to be carried out on the first anniversary of Occupation) for the first five years following Occupation and in the event there is additional demand from the Development

which is unmet by the existing cycle parking facilities [on the Site/km radius of the Site], the Owner shall pay £[] per additional cycle parking so identified up to an overall maximum of £19,600

**SCHEDULE 4 THE EMPLOYMENT TRAINING AND SKILLS CONTRIBUTION MUST
CALCULATE A 1% GROWTH RELATED PAYMENT...]**

DRAFT

SCHEDULE 5 - EMPLOYMENT AND SKILLS

1 GENERAL PROVISIONS

1.1 The Owners covenant with the Council:

- 1.1.1 to prepare and submit to the Council (or procure the preparation and submission to the Council of) Employment and Skills Plan and to operate (or procure the operation of) Employment and Skills Plan on the terms more particularly set out in paragraph 2 of this Schedule;
- 1.1.2 to deliver (or procure the delivery of) Employment and Skills Obligations; and
- 1.1.3 to adhere (or procure adherence) to the arrangements for monitoring of and compliance with Employment and Skills Obligations on the terms more particularly set out in paragraph 4 of this Schedule.

1.2 The Council covenants to adhere to the obligations on the part of the Council more particularly set out in paragraph 4 of this Schedule.

1.3 In this Schedule the following words and phrases have the following meanings (and the singular includes the plural and vice versa):

"Apprenticeship" means a Level 2 apprenticeship or above and "Apprentice" shall be construed accordingly

"Commercial Units" means the units for any non-residential floorspace

"Communications Channel" means an electronic and/or printed means of dissemination of information which may include one or more of the following: website; social media platform; newsletter; flyer such communication channel to include "Opportunities Lambeth" (and any successor or replacement thereof);

"Construction Phase" means the period of the building out of the Development from Implementation to a state that is immediately ready for Occupation

"Employability Support" means a bespoke pre-employment and training programme that is intended to enable Lambeth Residents to access Jobs being created including arrangements for guaranteed interviews for suitably qualified candidates in relation to planned vacancies

"Employment Opportunity" means (together or such of the following as the context requires) Job, Apprenticeship, Employability Support or End Use Support for Long-term Unemployed (and a reference to a type of Employment Opportunity is a reference to any one of those categories)

"Employment and Skills Obligations" means those obligations set out in paragraph 3 of this Schedule

"Employment and Skills Plans" means together the ESCP and the ESOP or each one as may be submitted

"Employment Skills Construction Plan" or **"ESCP"** means the document relating to skills training and employment during the Construction Phase as required by this Schedule

"Employment Skills Occupation Plan" or **"ESOP"** means the document relating to skills training and employment during the Occupation Phase as required by this Schedule

"End Use Support for Long-term Unemployed" means in relation to the Occupation Phase a workplace opportunity (including a placement) that (in the case of a placement) lasts for a minimum of 6 months and has appropriate support to make it suitable for long-term unemployed Lambeth Residents (being those who have been out of work for at least 2 years) and that is open to candidates nominated by the Council (or another agency as agreed by the Council) in addition to candidates identified by other means [and in any event approved by the Owners]

"ES Compliance Payment" means a payment in lieu of the Developer's obligations contained in this Schedule arising in the circumstances specified in this Schedule and calculated in accordance with this Schedule

“ES Discharge Letter” means the written confirmation required by this Schedule to be issued by the Council on satisfaction of the Developer’s obligations contained in this Schedule

“ES Final Report” means the document required by this Schedule to be submitted by the Developer to the Council for the purposes of setting out final performance against targets and any other matters as specified by this Schedule

“ES Non-financial Obligations” means the obligations set out in paragraph 3.1 of this Schedule

“ES Progress Report” means the document required by this Schedule to be submitted by the Developer to the Council for the purposes of setting out interim performance against targets and any other matters as specified by this Schedule

“ES Remedial Plan” means the document to be submitted by the Developer to the Council (if requested by the Council) in the event that the Council (acting reasonably) determines that there has been or is likely to be material non-attainment of Target Number(s) of Employment Opportunities for Lambeth Residents and that sets out strategies for achieving the relevant Target Number(s)

“Job” means a paid employment or engagement that is not an Apprenticeship or End Use Support for Long-term Unemployed

“Lambeth Resident” means a person of working age who is ordinarily resident within the London Borough of Lambeth at the time when an Employment Opportunity for that person commences or (as the context requires) would commence

“Level 2” means that level as specified nationally in relation to apprenticeships and having the equivalent educational level of GCSE

“Occupation Phase” means the period of 2 years commencing with the date of first Occupation of the Development PROVIDED THAT if on the expiration of the period of 6 months from the date of first Occupation 50% or more of the Development (rounded up to the nearest whole number of such units) is not Occupied the Occupation Phase shall be extended by a further 6 months

“Reasonable Endeavours” includes but is not limited to (i) designing and delivering in consultation with the Council recruitment strategies for Employment Opportunities to target Lambeth Residents, for example including but not limited to advertising vacancies through Council nominated channels in local job centres, in appropriate press outlets, with housing associations, local employment and training providers, through recruitment agencies and by organising recruitment days; (ii) providing in advance of wider publication a minimum of 10 Working Days’ notice to the Council of planned major recruitment activity (for example when multiple Employment Opportunities arise together); (iii) participating in activity as recommended by the Council where Employment Opportunities for Lambeth Residents can be promoted, including but not limited to attending and participating in employability and careers programmes delivered by the Council or other organisations recommended by the Council AND PROVIDED ALWAYS that in determining whether Reasonable Endeavours have been used the Council shall have regard to the supply from time to time of individuals willing and able to be engaged in relation to the particular nature of Employment Opportunities in question

“Target Number” means in relation to a type of Employment Opportunity for each plan corresponding to no less than 25% of the total opportunities that the Council and the Owners estimates to be generated by the Development in each of the Construction Phase and the Occupation Phase.

“Working Day” means any day except Saturday, Sunday or a bank or public holiday

“Young People Careers Inspiration Activities” means work with local schools, colleges and other training providers to deliver careers inspiration for young people aged 11 to 19 years including but not limited to careers talks, mentoring, job preparation activity, curriculum support, work-based learning

“People Training and Skills Activities” means working with local training providers to deliver bespoke training and skills activities for Lambeth Residents relating to the Employment Opportunities and Jobs created by the Development for each of the Construction Phase and Occupation Phase

2 APPROVAL OF THE EMPLOYMENT AND SKILLS CONSTRUCTION AND OCCUPATION PLANS

- 2.1 The Owners shall submit a draft ESCP to the Council for its written approval [at least 3 months prior to Implementation].
- 2.2 The draft ESCP shall relate to the Construction Phase of the Development.
- 2.3 The draft ESCP shall include the following matters :
- (a) Planned Implementation date;
 - (b) Estimated construction completion date;
 - (c) Projected floorspace (gross internal area in square meters) for all the permitted uses within the Development;
 - (d) Projected total number of construction Jobs during the Construction Phase based on a construction labour forecast and broken down quarterly, identifying occupation(s) (where known);
 - (e) Projected total number of construction Apprenticeship opportunities with numbers of starts quarterly including level, trade/occupation area, course name(s) and training provider(s) (where known);
 - (f) Target Number of construction Jobs for Lambeth Residents during the Construction Phase (also expressed as a percentage of the projected total number of construction Jobs as identified at (d) above) and strategies for delivering that Target Number;
 - (g) Target Number(s) of Employment Opportunities (by type(s) other than Jobs) for Lambeth Residents during the Construction Phase;
 - (h) Arrangements for managing delivery during the Construction Phase of Apprenticeship programmes, including strategies to engage and recruit Lambeth Residents who are under 25 years of age;
 - (i) Arrangements for managing delivery during the Construction Phase of Employability Support including details of how the programme(s) will be delivered, by whom, target number of beneficiaries and target groups;
 - (j) Projected number of Young People Career Inspiration Activities and relevant to the construction industry and details of how the activities will be delivered during the Construction Phase;
 - (k) Projected number of People Training and Skills Activities relevant to the Construction Phase and details of how the activities will be delivered during the Construction Phase;
 - (l) Data to be provided to the Council for the purposes of monitoring compliance with the ESCP.
- 2.4 There shall be no Commencement of [Above **Ground Works**] in the Development until approval of the ESCP has been received in accordance with paragraph 2.1 above.
- 2.5 The Owners shall ensure in relation to the Construction Phase that its prospective and actual contractors and sub-contractors are made aware of the Employment and Skills Plans (where such Plans have come into being) and of the Employment and Skills Obligations.
- 2.6 The Development shall be constructed materially in accordance with the ESCP as approved by the Council [including any variations to the ESCP as are agreed in writing between the Owners and the Council].
- 2.7 The Owners shall submit a draft ESOP to the Council for its written approval at least 6 months before first Occupation of the Development.

2.8 The draft ESOP shall include the following matters :

- (a) The projected floorspace (gross internal area in square meters) for all the permitted uses within the Development and number(s) and type(s) of end users/Occupiers of the Development;
- (b) Intended date of first Occupation of the Development and projected dates for any phased Occupation of the Development;
- (c) Projected total number and type(s) of Jobs for each of the permitted uses during the Occupation Phase of the Development identifying occupations (where known);
- (d) Projected total number of Apprenticeship opportunities for each of the permitted uses during the Occupation with numbers of starts quarterly including level, trade/occupation area, course name(s) and training provider(s) (where known);
- (e) Target Number of Jobs for Lambeth Residents for each of the permitted uses during the Occupation Phase (also expressed as a percentage of the projected total number of Jobs as identified at (c) above) and strategies for delivering that Target Number;
- (f) Target Number(s) of Employment Opportunities for each of the permitted uses (by type(s) other than Jobs) for Lambeth Residents during the Occupation Phase;
- (g) Arrangements for managing delivery during the Occupation Phase of Apprenticeship programmes, including strategies to engage and recruit Lambeth Residents who are under 25 years of age;
- (h) Arrangements for managing delivery during the Occupation Phase of Employability Support including details of how the programme(s) will be delivered, by whom, target number of beneficiaries and target groups;
- (i) Projected number of Young People Career Inspiration Activities relevant to the projected type(s) of non-residential end user(s) of the Development and details of how the activities will be delivered during the Occupation Phase;
- (j) Projected number of People Training and Skills Activities relevant to the Operational Phase and details of how the activities will be delivered during the Construction Phase;
- (k) Data to be provided to the Council for the purposes of monitoring compliance with the ESOP.

2.9 The Development shall not be Occupied prior to approval of the ESOP in accordance with paragraph 2.7 above.

2.10 The Owners shall ensure that the obligations contained in the ESOP are included in documentation issued to all prospective and actual Occupiers (whether by way of sale, lease or otherwise) in the Development in relation to the Occupation Phase.

2.11 To operate and Occupy during the Occupation Phase materially in accordance with the ESOP as approved by the Council including any variations to the ESOP as are agreed in writing between the Owners and the Council.

3 DELIVERY OF EMPLOYMENT AND SKILLS OBLIGATIONS

3.1 The Owners covenant with the Council to use Reasonable Endeavours provide (or to procure the provision of) the following ES Non-financial Obligations:

3.1.1 **Employment Opportunities:** of:

- (a) the Target Number as specified in the ESCP of Jobs for Lambeth Residents in the Construction Phase;
- (b) the Target Number as specified in the ESCP of Employment Opportunities for Lambeth Residents in the Construction Phase other than Jobs;
- (c) the Target Number as specified in the ESOP of Jobs for Lambeth Residents in the Occupation Phase; and

- (d) the Target Number as specified in the ESOP of Employment Opportunities for Lambeth Residents in the Occupation Phase other than Jobs;
 - 3.1.2 **Young People Careers Inspiration Activities:** delivery of Young People Careers Inspiration Activities as agreed in the Employment and Skills Plans.
 - 3.1.3 **People Training and Skills Activities:** delivery of the People Training and Skills Activities as agreed in the Employment and Skills Plans.
- 3.2 The Owners shall during the Construction Phase and the Occupation Phase:
 - 3.2.1 Advertise upcoming Job vacancies relating to the Development through the Council's Communications Channels (either by means of uploading vacancy details directly to the Council's electronic Communications Channels in the manner advised by the Council or (if agreed with the Council) by providing one or more links to an external electronic Communications Channel and/or providing printed promotional material for distribution by the Council) with in all cases minimum deadlines of 5 Working Days for applications for Construction Phase Jobs and 10 Working Days for Occupation Phase Jobs; and
 - 3.2.2 Advertise details of any other types of unfilled Employment Opportunity relating to the Development through the Council's Communications Channels (either by means of uploading application details directly to the Council's electronic Communications Channels in the manner advised by the Council or (if agreed with the Council) by providing one or more links to an external electronic Communications Channel and/or providing printed promotional material for distribution by the Council).
- 3.3 The Owners shall make available to the Council at all times during the Construction Phase and the Occupation Phase a minimum of one named contact with knowledge of and responsibility for delivery of the Employment and Skills Obligations.
- 3.4 The Owners covenant that it (and its contractors, sub-contractors and those whom it allows into Occupation of the non-residential parts of the Development will as a minimum pay all Apprentices engaged during the Construction Phase and during the Occupation Phase the National Minimum Wage for the relevant age group (if aged under 25 years) or the London Living Wage (if aged 25 years or over).
- 4 MONITORING AND COMPLIANCE**
 - 4.1 The Owners shall provide to the Council within 10 Working Days of approval of each of the ESCP and the ESOP one or more dates for a face to face meeting with the Council (and such meeting is to take place within 28 Working Days of the relevant approval or within such other period as is agreed) for the purposes of discussing the performance of the Owners obligations required by this Schedule and the arrangements for monitoring the delivery of those obligations.
 - 4.2 The Owners shall participate (if so requested by the Council) in a minimum of 2 meetings per year during the Construction Phase and the Occupation Phase and agrees that any such meeting may take place on site if the Council so requests. For the avoidance of doubt any particular meeting may relate to both the Construction Phase and to the Occupation Phase.
 - 4.3 The Owners shall provide to the Council (or procure the provision of) through such systems as the Council reasonably requires (which may include the use of an electronic portal) quarterly monitoring data about progress against the Target Number(s) of Employment Opportunities for Lambeth Residents.
 - 4.4 The Owners shall submit to the Council (or procure the submission of) during the Construction Phase and the Occupation Phase at intervals of 12 months commencing with Implementation (or at such other intervals as are agreed) one or more ES Progress Reports, to include a description of activities undertaken, any variation to any forecast Target Number(s) of Employment Opportunities for Lambeth Residents and/or projected activities and (if requested by the Council in writing) an ES Remedial Plan. For the avoidance of doubt where any 12 month (or other agreed) interval includes both the Construction Phase and the Occupation Phase the relevant ES Progress Report is to relate to activity during both phases with each Phase clearly identified in such report.
 - 4.5 The Owners shall submit to the Council (or procure the submission of) an ES Final Report relating to each of the Construction Phase and the Occupation Phase no later than 3 months after the

respective ends of those phases, to include a narrative description of activities undertaken (including performance against the Target Number(s) of Employment Opportunities for Lambeth Residents and any variation to any forecast number thereof and/or projected activities) and a description of outputs and benefits achieved for Lambeth Residents arising from performance of the Employment and Skills Obligations.

4.6 The Owners covenant with the Council that:

4.6.1 Where the Council acting reasonably (and after having given the Owners written notice of its provisional assessment in respect of the application of this clause) considers that any ES Final Report(s) submitted to it and/or such other information as is available to the Council demonstrate that there has been a shortfall in delivery against any of the Target Number(s) of Employment Opportunities for Lambeth Residents (as set out in the Employment and Skills Plans or in default of specification therein as set out in this Schedule), and where the Owners cannot demonstrate to the satisfaction of the Council that Reasonable Endeavours have been used, the Council shall serve written notice on the Owners seeking an ES Compliance Payment;

4.6.2 Where the Owners receives written notice from the Council seeking an ES Compliance Payment, payment will be made by the Owners to the Council within the timescale stipulated in that written notice (which will be not less than 28 Working Days);

4.6.3 The amount of any ES Compliance Payment will be calculated by the Council in accordance with Appendix One of the Council's Employment and Skills Supplementary Planning Document (February 2018) ('**Appendix One**') applying to the identified shortfall in delivery of Employment Opportunities for Lambeth Residents the average cost figure per Employment Opportunity as follows:

- (a) per Job shortfall: the average cost figure at (a)(iii)/(iv) of Appendix One;
- (b) per Apprenticeship shortfall: the average cost figure at (a)(i) of Appendix One;
- (c) per Employability Support shortfall: the average cost figure at (a)(iii)/(iv) of Appendix One;
- (d) per End Use Support for Long-term Unemployed shortfall: the average cost figure at (a)(ii) of Appendix One; and

4.6.4 For the avoidance of doubt the dispute resolution procedures set out in this Deed apply to the ES Compliance Payment provisions and any ES Compliance Payment that is due will be indexed from the date such payment falls due in accordance with the indexation provisions set out in this Deed.

4.7 The Council covenant with the Owners that any ES Compliance Payment received by it shall be applied by the Council to employment and skills initiatives operating in the London Borough of Lambeth and that the Owners shall be given (on request) written notice of the manner of application by the Council of any ES Compliance Payment.

4.8 The Council shall provide the Owners with an ES Discharge Letter in respect of the Owners Employment and Skills Obligations (including for these purposes any ES Compliance Payment that is due) once the Council (acting reasonably) is satisfied that those obligations have been complied with.

4.9 The Owners] shall retain (pending provision by the Council of an ES Discharge Letter) and shall provide to the Council on request the following information about any Lambeth Resident(s) assisted or supported by the measures contemplated in this Schedule (subject always to the requirements of data protection legislation amounting to an absolute barrier to so doing):

- (a) Name;
- (b) Full post code;
- (c) Age;
- (d) Gender;
- (e) Ethnicity;
- (f) Disability;

- (g) Employment status;
- (h) Outcomes achieved such as qualifications gained, certificates awarded, job title and duration, training hours; and
- (i) From the date of receipt of written notification thereof, any other category of information as notified by the Council to the Owners.

4.10 The Owners shall co-operate with any reasonable request on the part of the Council that is designed to facilitate the preparation by the Council (at the Council's expense unless agreed otherwise) of marketing and other communication information about the Council's employment and skills initiatives generally.

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SCHEDULE 6 - WORKSPACE

PART 1 AFFORDABLE WORKSPACE

1 SUMMARY OF THE AFFORDABLE WORKSPACE OBLIGATION

The Permission grants consent for the construction on the Site comprising flexible Class A1 (shops)/A3 restaurants and cafes/B1 (business)/D1(non- residential Institutions) D2(assembly and leisure) (totalling []sq m NIA floorspace).

2 DEFINITIONS

- 2.1 In this Schedule the following words and phrases have the following meanings (and the singular includes the plural and vice versa):

“Affordable Workspace” means no less than 10% of the total GIA of the Development's [Use Class B1 (business)] floorspace **[2,400sqm (NIA) of the business floorspace [B1 Use Class floorspace** will be provided as the affordable workspace on Discounted Rent Terms;

“Affordable Workspace Management Plan” means a written plan and programme setting out the how the Affordable Workspace will be designed, marketed and Occupied [to meet the requirements set out in this Schedule] ;

“Affordable Workspace Provider” means the organisation responsible for the management of [O]ccupancy of the Affordable Workspace which will be the Owner where the Council have accepted they are a satisfactory provider in respect of this Development or otherwise

“Discounted Rent Terms” means a rent level not exceeding the Market Rent Value and which is set at 50% (or less) below Market Rent Value for a period of at least 25 years from the [First Occupation of any of the [B1 (business)] floorspace within the Development;

“Eligible Businesses” means micro, small and medium enterprises and existing tenants and businesses located in and / or conducting a significant part of their business in the Administrative Area

“Market Rent Value” means the rental which the Affordable Workspace could obtain at market rents based on detailed comparable market evidence, including evidence of market rental values achieved for any equivalent GIA work floorspace to be assess by the Council under the Marketing Report.

“Marketing Monitoring Report” means annual reporting on the marketing and Occupation of the Affordable Workspace (to include comparable data on Market Rent Value) being provided on the anniversary of First Occupation of any of the Use Class B1 (business floorspace) and subsequent reports for [/ the 25 year discounted rental term] (and Marketing Reports shall be construed accordingly);

3 AFFORDABLE WORKSPACE MANAGEMENT PLAN

- 3.1 The Owners shall submit the proposed Affordable Workspace Management Plan to the Council for its approval in writing /not later than six months prior to the Completion of the Development.
- 3.2 The Affordable Workspace Management Plan shall contain a marketing strategy, to include details of:-
- 3.2.1 how potential Eligible Businesses will be identified and prioritised;
 - 3.2.2 details of the Affordable Workspace Provider:
 - 3.2.3 the terms on which Eligible Businesses would occupy the space including a proposed draft of the Affordable Workspace lease;

- 3.2.4 how the Affordable Workspace will continue to be marketed upon becoming vacant to ensure that the Affordable Workspace remains available for occupation during the 25 years from First Occupation for which this obligation subsists ;
 - 3.2.5 comparison data from the surrounding local area including details of vacancy rates for similar uses and the levels of rent or occupation charges charged;
 - 3.2.6 the proposed charging arrangements, including the level and type of additional services to be made available and the charges for those services;
 - 3.2.7 details of the discounted rent at which the Affordable Workspace will be let;
 - 3.2.8 provide for the Marketing Reports; and
 - 3.2.9 any further information that the Council may reasonably require.
- 3.3 The Owners shall not Occupy or permit Occupation of the Development until it has received the Council's written approval pursuant to paragraph 2.2 above and the Affordable Workspace has been Completed.
 - 3.4 The Owners shall not Occupy nor permit Occupation of the Affordable Workspace other than in accordance with the Affordable Workspace Management Plan as approved in writing by the Council and any amendments thereto as agreed with and approved in writing by the Council.
 - 3.5 The Owners shall actively market the Affordable Workspace in accordance with the relevant provisions agreed under the Affordable Workspace Management Plan, to ensure that the Affordable Workspace is available to prospective Eligible Businesses.
 - 3.6 The Owners shall maintain full records and monitoring information of the terms of occupation of the Affordable Workspace and will provide the Marketing Monitoring Reports annually to the Council for its review.

PART 2 – WORKSPACE STRATEGY

SCHEDULE 7 - - TRANSPORT AND HIGHWAYS COVENANTS

PART 1

- 1 The Owners covenant with the Council as follows:
 - 1.1 prior to the Commencement to prepare the First Schedule of Condition and to submit it to the Council;
 - 1.2 within [10] Working Days of Practical Completion to prepare the Second Schedule of Condition and a report identifying which (if any) damage to the [] roads was solely caused by the construction vehicles for the Development;
 - 1.3 in the event the parties agree that damage has been caused to [] roads solely caused by the construction vehicles of the Development , to enter into a Section 278 Agreement with the Council for the proposed Highway Works and to thereafter carry out the Highway Works in accordance with a timetable agreed with the Council.;

PART 2

TRAVEL PLAN

- 2 The Owners covenant with the Council as follows:
 - 2.1 that it will 6 (six) months prior to First Occupation submit to the Council for its approval a draft Travel Plan for that element of the Development based upon the transport assessment submitted with the Application which shall set out the principles and strategy for development of the Travel Plans and which shall include measures to encourage the use of public transport, cycling, walking, together with detailed proposals for a survey to be compatible with the I-TRACE database of travel patterns of persons working at or visiting the Development together with a timetable for the implementation of each such element and means for the monitoring and review of the measures initiatives and targets of the Development such travel plan in its approved form being referred to herein as the ("**Approved Travel Plans**");
 - 2.2 not to Occupy or permit Occupation the Development until the Travel Plan has been approved in writing by the Council in accordance with paragraph 1.1 above.
 - 2.3 to use Reasonable Endeavours to implement and observe (and to ensure Occupiers implement and observe) the requirements and obligations set out in the Approved Travel Plans (or such amended plan as may be agreed with the Council) for as long as any part of the Development is Occupied;
 - 2.4 to pay to the Council the Travel Plan Monitoring Fee within 1 (one) month of the Travel Plan being approved by the Council in accordance with paragraph 1.2 above
- 3 The Owners covenant with the Council as follows:
 - 3.1 prior to First Occupation to appoint a person to implement and monitor the Approved Travel Plans in accordance with this part []5 of Schedule [] (the "**Travel Plan Co-ordinator**").
 - 3.2 to require that the Travel Plan Co-ordinator be responsible for the Approved Travel Plans and for liaising with tenants and occupiers of the Development and to review the effectiveness of the Approved Travel Plans annually for the first ten (10) years reporting the results to the Council and thereafter at a frequency to be agreed with the Council.
 - 3.3 from Occupation to implement and observe the requirements and obligations set out in the Approved Travel Plans in accordance with the timetable set out therein PROVIDED that the Owners shall be entitled to submit revisions to the Travel Plan to the Council for approval.
 - 3.4 in the event that the monitoring arrangements show deficiencies in the Travel Plans to require the **Travel Plan Co-ordinator** to use Reasonable Endeavours to identify and implement additional initiatives.

PART 3

RESTRICTION ON PARKING PERMITS

"Business Parking Bay" means a business or business shared-use parking place designated by the Council by an order under the Road Traffic Regulation Act 1984 or other relevant legislation for use business in the immediate locality in which the Development is situated

"Business Unit" Means all the commercial floorspace within the Development and "Business Units" shall be construed accordingly

Restriction on Business Parking Permits

- 4 The Owners covenant with the Council as follows:
 - 4.1 To ensure that prior to Occupying the Business Units each new Occupier of a Business Unit is informed by the Owner of the Council's policy that they shall not be entitled (unless they are the holder of a Disabled Persons Badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970) to:
 - 4.1.1 be granted a business parking permit to park a vehicle in a Business Parking Bay; and
 - 4.1.2 buy a contract to park within any car park owned, controlled or licensed by the Council.
 - 4.2 Not to Occupy or use (or permit the Occupation or use of) a Business Unit at any time during which the Occupier of that Business Unit holds a business parking permit to park a vehicle in a Business Parking Bay or to park a vehicle in any car park owned, controlled or licensed by the Council (unless the Occupier is the holder of a disabled persons badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act.
- 5 The Owners hereby acknowledge that the provisions in paragraph 1 in this Schedule shall continue to have effect for the lifetime of the Development.

SCHEDULE 8 - PUBLIC REALM (DELIVERY, MAINTENANCE /MANAGEMENT)

DEFINITIONS:

All Necessary Consents	means all consents necessary to deliver undertake and complete the approved Public Realm Works including but not limited to the consent or licences of any statutory undertakers, the owners of the subsoil, the consent of the Council (as evidenced by an agreement or agreements (as applicable) including the Public Realm Agreement entered into pursuant to section 106 of the 1990 Act/section 278 and section 38 of the Highways Act 1980 and any other Acts to be known as the Public Realm Area Agreements), any third party owners and the consent of Network Rail where they are a statutory undertaking whose assets are impacted by the Public Realm Works;
Bond	a bond from the Surety in favour of the Council for the Bond Amount substantially in the Council's standard form or such other form of security as may be approved by the Council for the performance of the Owner's obligations under the Public Real Agreement;
Bond Amount	the total build costs of the Public Realm Works to be delivered under the terms of the Public Realm Agreement;
[Commuted] Maintenance Sum	means £x payable to the Council for maintenance of the PRA that is public highway post the completion of the Public Realm Works and such to be calculated as follows [Awaiting formula from LBL but it will be on the basis that sum shall be the difference between the costs incurred by the Council in maintaining the PRA as at the date of this Deed and the costs the Council estimates it will incur in maintaining that part of the PRA that is public highway based on the approved PRS and shall be calculated on the basis of 10 years of maintenance];
Cost Plan	means a cost plan setting out the estimated build costs to be incurred by the Owner in designing, implementing and delivering the PRS (including all costs likely to be incurred in obtaining All Necessary Consents);
Existing Public Highway Land	means the part of the PRA that is the Popes Road highway shown edged [] on the attached plan;
Existing Toilet Block	means the public toilet block shown hatched [] ;
Landscaping	a comprehensive landscaping scheme for the PRA incorporating all hard (including resurfacing of the Existing Public Highway) and soft landscaping features/elements, green infrastructure (e.g. green walls) and Tree Planting;

New Toilet Facilities	means the public toilet facilities within the Site as shown on [Plan];
PRS Maintenance and Access Plan	means the plan for the maintenance and access for the PRA falling within the Site incorporating the PRMAP
Public Realm Agreement	means an agreement with the Council, as local highway authority, pursuant to section 278 of the Highways Act 1980 and any other necessary powers for the construction and layout of the PRA on the Existing Public Highway in accordance with the approved PRS and All Necessary Consents that shall include terms requiring 1) the Owner, at its own expense, prior to commencing the Public Realm Works to enter into the Bond with the Surety; 2) to pay the Commuted Maintenance Sum following the end of the maintenance period and the issue of the final certificate; and 3) the payment of any costs in connection with the making or alteration of Traffic Management Orders in respect of the Existing Public Highway Land to enable delivery of the Public Realm Works (and such Traffic Management Orders shall reflect that the Council will have pedestrianizing Pope's Road); 4) a process for the Council and the Owner to agree a maintenance schedule for all of the Public Realm Area and a commitment on the Council to maintain that part of the Public Realm Area that is Existing Public Highway ;
Public Realm Area (PRA)	means the public realm areas within and in proximity to the Site shown on [PRA Plan] to be known as Popes Square ;
Public Realm Maintenance and Access Parameters (PRMAP)	means the requirements PRS Maintenance and Access Plan set out in []
Public Realm Strategy Design Parameters (PRSDP)	means the elements and details for the cohesive design of the PRDS as set out in []

Public Realm Strategy (PRS)

means the concept design of the PRA incorporating the PRSDP and the Specification that identifies and reinforces existing pedestrian routes to and from Brixton railway station, pedestrian routes alongside the existing railway arches around the Site and facilitating potential new development between the railway viaducts, pedestrian routes into Brixton Village indoor market, pedestrian routes between Brixton Station Road and Atlantic Road; and pedestrian routes outside a future new Brixton Train Station entrance to the west of Popes Road and any major mixed use development to the east and in respect the market pitches

Public Realm Works	means the works in the approved PRS for the PRA.
Specification	means the minimum standards and requirements for the Public Realm Works being any statutory design requirements for the works and [minimum design standards for street lighting and hardstanding of the

	public highway reflecting the pedestrianised nature of the PRA save for access for emergency vehicles]
Street Lighting	means in the context of the PRA includes all lighting to be provided on the Existing Public Highway Land
Surety	a bank or other financial institution as may be nominated by the Owner and approved by the Council
Tree Planting	means the tree planting within the PRA that must be designed to enable vehicular access required to undertake maintenance and future works once fully established; avoid compaction from mobile stalls (including market pitches/stalls);;

The Owners covenant with the Council:

- 1 Prior to Commencement of the Above Ground Works to submit the PRS to the Council for its approval and to submit the Cost Plan to the Council PROVIDED THAT prior to such submission the Owners shall first consult on the draft PRS with the Community Development Committee and the Brixton Market Traders Group (to the extent they are not part of the Community Development Committee) and shall submit evidence of such consultation to the Council AND FOR THE AVOIDANCE OF DOUBT
 - 1.1 in the event planning permission is required for the Public Realm Works (or any part thereof) the approved PRS shall form the basis of such planning application;
 - 1.2 in the event as a result of consultation responses received in respect of the planning application for the Public Realm Works, the Owner agrees to make changes to the PRS, the Public Realm Works as set out in the planning permission shall be deemed to be the approved PRS for the purposes of this Deed;
 - 1.3 in deciding whether or not to approve the PRS the Council cannot request amendments that directly or indirectly require the Public Realm Works to be built to a standard greater than the Specification
- 2 To provide in the event that the Council reasonably requires it any further information or supporting evidence about the PRS.
- 3 Not to Commence the Above Ground Works until the PRS has been approved by the Council;
- 4 Not to Occupy the Development until it has
 - 4.1 entered into the Public Realm Agreement;
 - 4.2 delivered the Public Realm Works in accordance with the approved PRS;
 - 4.3 submitted the PRS Maintenance Plan to the Council for its approval;
- 5 The Owners shall implement and comply with the approved PRS Maintenance and Access Plan for the lifetime of the Development.
- 6 Post completion of the Public Realm Works in respect of the PRA falling within the Site to:
 - 6.1 effect and maintain adequate insurance cover in respect of any claims for injury that may be made by members of the public.

Public Realm Strategy Design Parameters (PRSDP)

- 7 The PRS when submitted for the Council's approval shall provide the following PRSDP in respect of the Public Realm Works:

- 7.1 market pitches
 - 7.1.1 How the existing market pitches (as shown on plan []) could be reprovided (to be situated on the Existing Public Highway Land within the PRA) : and
 - 7.1.2 potential for increase in the number of market pitches (beyond those shown on plan []);
- 7.2 visitor secure cycle docking spaces within the Existing Public Highway Land
- 7.3 demonstrating how at all times emergency vehicle access can be provided at a suitable width within the boundaries of the Existing Public Highway;
- 7.4 Landscaping and Tree Planting;
- 7.5 the installation and opportunity for provision of public art in accordance with the Council approved Public Art Strategy;
- 7.6 navigating and orientation signage within the PRA to assist the public, in particular those arriving by train, to navigate within and around the PRA, the Development and the surrounding parts of Brixton Town centre;
- 7.7 Street Lighting and all other lighting (eg to be provided for the PRA in accordance with the Specification;
- 7.8 new paving/hard surfacing of areas including the re-paving of that part of Popes Road within the PRA where any details are not shown as part of the landscaping in accordance with the Specification;
- 7.9 any other fixtures and fittings to be incorporated including seating, balustrades/handrails as appropriate;
- 7.10 grade level-changes generally;
- 7.11 securing the removal of the Existing Toilet Block to allow for this area to be fully incorporated into the design and details of the programme and timetable for removal;
- 7.12 details of any demolitions and site works, including in connection with the removal of the Existing Toilet Block, any breaking out existing surfaces, smoothing levels, drainage and waterproofing systems;
- 7.13 ground remediation, drainage, grease traps, petrol interceptors, de cluttering and of security features (e.g. bollards);

PRS Maintenance and Access Plan

- 8 The PRS Maintenance and Access Plan when submitted for the Council's approval shall provide details on the maintenance and access of the following aspects of the Public Realm Works that fall within the Site:
 - 8.1 details demonstrating;
 - 8.2 security arrangements;
 - 8.3 lighting;
 - 8.4 any public art
 - 8.5 Tree Planting and Landscaping
 - 8.6 the area will be kept clean and tidy and free from deposits of waste rubbish or refuse;

The Owners and the Council will agree a cohesive approach to maintenance and management will be achieved between that part of the PRA that is within the Site and that part of the PRA that is Existing Public Highway

SCHEDULE 9 - COMMUNITY AND COMMERCIAL USE (STRATEGY AND MANAGEMENT PLAN)

Definitions

“Community Development Committee” means a committee for collaboration between the Community Development Group, the Owner, the Council (including a ward councillor and the Council's Strategic Director of Sustainable Growth & Opportunity) and two community groups nominated by the Owner and the committee will have a responsibility to pursue innovative forms of community development that will seek to ensure the Development becomes an exemplar of equitable, sustainable development with the objectives of:

(a) young people; enterprise and employment - a development with a tenant business community deeply embedded within the locally community, excelling at providing opportunity for young people and local residents from all backgrounds;

(b) environment, culture, and well being - a development rooted in the culture and values of Brixton, welcoming all and making a positive impact on the environment and well-being of local people;

and such objectives shall be achieved through the Terms of Reference

“Community ” means a group established and run by the Community Development Partner and shall comprise representation from different constituent parts of the community, being people who wish to be involved in an active and positive community participation in this project moving forward. The members of the group shall be identified and appointed on the basis of a transparent and open process

“Community Development Partner” means a position within the Council to facilitate and support the success of the and to carry out an administrative role for the Community Development Committee (and such role shall include organising the meetings of the Community Development Committee, preparing the minutes of the meetings, providing any comments to the Owner and the Council in accordance with the Terms of Reference and manage the bookings of the Community Floorspace and the Public Access Areas) and whose appointment shall be carried out in an open and transparent manner and the final selection shall be made by a panel comprising a ward councillor, a community representative and the Owner;

“Community Floorspace” means part of the Development to be a dedicated and retained as UCO Class D floorspace specific to the identified needs of the community of no less than 280sqm (GIA) the location of which is shown on Plan [] and fitted out to Cat A as part of the Community Use Strategy and Management Plan;

“Community Social Value Monitoring Report” means annual reporting for 10 years following First Occupation of the Development of compliance with the approved Community Use Strategy and Management Plan,

“Community Use Strategy and Management Plan” means the plan for the Development demonstrating how the local community will have access to and be able to maximise use of the Public Access Areas and the Community Floorspace, how all such spaces will be managed and curated to ensure that the local community benefit from using the Community Floorspace and the Publicly Accessible Areas including the Management Requirements;

“Management Requirements” means:

- (i) the arrangements for the management and the operation of the Public Access Areas and the Community Floorspace securing access and use of these areas for community activities including wellbeing activities;
- (ii) details of the communications, marketing and publicity, along with the frequency and timing of all communications, giving details of all the opportunities for the community

- activities and uses set out in the strategy that must include a list of approved community contacts/disseminators, a user friendly, easy to navigate, website and provide a point of contact for enquiries;
- (iii) details of the free and discounted market rates (demonstrating genuine discounts of (on average) 50% off commercial rates with consideration being given to individual community groups/ organisations/ or persons financial means to pay)) for use of the Public Access Areas and the Community Floorspace by community groups and for community activities;

“Pop Up Strategy” means strategy setting out how vacant units in the Flexible Floorspace could be activated and available for short periods to local businesses and charities.

“Provided” means the internal fit out to Cat A is complete, the space is ready of Occupation in a Serviced Condition;

“Public Access Areas” means those parts of the ground and first floors of the Development shown on Plan [] which shall be made available to the community for events and activities, subject always to ensuring necessary public circulation routes around and through the Public Access Areas, access to all of the units within the Flexible Floorspace being maintained and compliance with all necessary health and safety requirements;

“Serviced Condition” means the provision of safe and secure access with any sewers, gas, water, electricity and telecommunications as necessary and adequate to enable the Community Floorspace to be used and Occupied;

“Terms of Reference” means the terms of reference for the operation of the Community Development Committee which could include:

- i) reviewing and providing comments on the Community Use Strategy and Management Plan and *[insert list of plans/strategies]*;
- ii) provide suggestions on how the *[Employment Endowment fund]* could be spent;
- iii) propose events to be held in the Public Realm Area;
- iv) suggest groups/sectors in the community that can use the Community Floorspace;
- v) suggest groups/sectors in the community that could hold events in the Public Access Areas.

The Owner covenants with the Council:

- 1 Prior to the anticipated Commencement of Above Ground Works to submit the draft Community Use Strategy and Management Plan to the Community Development Committee for their input and to seek their views on the design of the Community Floorspace in terms of how the area could be used and subdivided.
- 2 Prior to the anticipated Commencement of Above Ground Works submit for the Council's approval:
 - 2.1 a draft Community Use Strategy and Management Plan;
 - 2.2 information demonstrating the Community Development Group's input in the Community Use Strategy and Management Plan and the design of the Community Floorspace in terms of how the area could be used and subdivided;
- 3 Prior to the anticipated Occupation of the Development to request from the Community Development committee:
 - 3.1 information to be given to all major incoming tenants into the Development, helping to rapidly connect new businesses moving into Brixton to connect with local charities, social enterprise and

- other agencies focussed on providing skills and economic opportunity for residents from disadvantaged backgrounds, and that community social responsibility programmes of work are delivered to best benefit;
- 3.2 information to be given to all tenants of the Development on local supply chain opportunities and business to business connections to be made for the benefit of existing businesses within Brixton, and new businesses moving into the development;
 - 4 Prior to the anticipated Occupation of the Development to submit to the Council the draft Pop Up Strategy
 - 5 Not to Occupy any part of the Development until;
 - 5.1 the Council has approved;
 - 5.1.1 the Community Use Strategy and Management Plan;
 - 5.1.2 the Pop Up Strategy; and
 - 5.2 the Community Floorspace has been provided to a Serviced Condition.
 - 6 To implement and comply with the approved Pop Up Strategy and (subject to paragraph 9.5 below) the approved Community Use Strategy and Management Plan for 5 years following first Occupation and not to allow Occupation or permit Occupation of the Community Floorspace or the Public Access Areas during that 5 year period other than in accordance with Community Use Strategy and Management Plan as approved by the Council and any amendments thereto as agreed with and approved by the Council in writing PROVIDED THAT in the event any validly upheld complaints are made against any user (or group of users) of the Public Access Areas and/or user (or group of users) of the Community Floorspace, the Owners shall be entitled to prevent such user (or group of users) from accessing and using the Development .
 - 7 To provide to the tenants of the Development the information provided by the Community Development Committee pursuant to paragraphs 3.1 and 3.2 above.
 - 8 From Occupation of the Community Floorspace for a period of 5 years, to provide the Community Monitoring Report annually to the Council and the fifth Community Monitoring Report shall identify whether any further reviews are appropriate given the operation of and community utilisation of the Community Floorspace and Public Access Areas.
 - 9 The Council (through the Community Development Partner) shall
 - 9.1 organise and form the Community Development Group and the Community Development Committee;
 - 9.2 organise, attend the Community Development Committee inaugural meeting and all meetings thereafter and the first agenda item for the inaugural meeting will be to appoint a chair and to agree the duration of that appointment.
 - 9.3 deal with the administration of the Community Development Committee including the organisation of all its meetings and associated administrative functions including the production and submission of the Community Development Committee minutes
 - 9.4 procure that the Community Development Committee respond to the Owner's request for input and/or information within 10 working days of each request
 - 9.5 maintain records of all bookings and events held at the Community Floorspace and Public Access Areas and provide such records to the Owner one month prior to the anniversary of the Occupation of the Community Floorspace to enable the Owner to comply with paragraph 8 above.
 - 9.6 where the Owner has not granted a lease of the Community Floorspace to a community group who shall be responsible for implementing the approved Community Use Strategy and Management Plan, to implement the approved Community Use Strategy and Management Plan in particular to manage the bookings for the Community Floorspace and to maintain communications and publicity of the range of community activities/access arrangements that are available at Community Floorspace including use of network of community contacts/disseminators, a website and the Community Development Partner shall be a point of contact for community enquiries PROVIDED THAT all proposed events and community access in the Public Access Areas must be first approved by the Owner before any booking is confirmed.

NB additional obligations to be added to the Public Realm, Affordable Workspace, Employment and Training (ie how the endowment fund is spent) and Construction obligations (in terms of maintaining access to the arches) so that the Community Development Committee is consulted before the relevant plans/strategies are submitted to the Council.

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SCHEDULE 10 - ENERGY STRATEGY AND DHN STATEMENT

PART 1

DHN STATEMENT

The Owners covenant with the Council:

- 1 Prior to Commencement of Above Ground Works to produce at their own cost and submit the draft DHN Statement to the Council for approval in writing by the Council and setting out:
 - 1.1.1 how the Development has been designed to connect to or not prejudice the future connection to a DHN should such network become available for connection to the Development, in accordance with the GLA's District Heating Manual for London (or any document updating or replacing the same as agreed with the Council to ensure compatibility; and
 - 1.1.2 whether it is technically and financially viable and feasible to connect to a DHN for the Development and (if relevant) why the Owners reasonably consider that it is not possible of the Development to connect to a DHN and giving reasons with supporting independent justification.
- 2 That there shall be no Commencement of Above Ground Works unless and until the DHN Statement has been submitted to and approved in writing by the Council in accordance with paragraph 1 above.
- 3 To design the Development so as to allow connection to a DHN in line with the DHN Statement approved by the Council pursuant to paragraph 1 above.
- 4 Subject to paragraph 1(b) above, there shall be no Commencement of Above Ground Works unless and until the Development have been designed so as to allow connection to a DHN in line with the DHN Statement approved by the Council pursuant to paragraph 1 above.
- 5 To ensure that the Development shall thereafter be constructed in accordance with the provisions and measures set out in the approved DHN Statement and that in the event of any breach of this paragraph to take any steps required to remedy such non-compliance.
- 6 In the event that the DHN Statement concludes that it is technically and financially viable and feasible to connect the Development to the DHN or in the event that it is technically and financially viable and feasible to connect to a DHN in the future the Owners shall:
 - 6.1.1 use Reasonable Endeavours to agree commercial terms to enter into a contract with the proposed operator of the DHN;
 - 6.1.2 following conclusion of a contract with the proposed operator of the DHN agree measures to enable connection of the Development at the boundary of the Site to the DHN; and
 - 6.1.3 connect the Development to the DHN within a reasonable timeframe.

PART 2

ENERGY STATEMENT

Prior to Occupation of the Development the Owners shall:

1. submit to the Council for approval calculations to confirm:
 - (a) the projected level of regulated carbon savings; and
 - (b) the amount of any shortfall in projected carbon savings against a regulated carbon saving target assessed against the required 35% reduction target;.

2. The Owners shall not Occupy the Development until such calculations have been submitted
3. Where the calculations submitted Owners and approved by the Council pursuant to paragraph 1 identify a shortfall in projected carbon savings against a regulated carbon saving target for the Development, the Owners shall pay (within 10 Working Days of such approval) to the Council the Carbon Offset Contribution based on the identified shortfall using the following formula:

Shortfall (Tonnes of Co2) x Price of Carbon (£60/tonne) x 30 (years) = Carbon Offset Contribution

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SCHEDULE 11 - DELIVERIES AND SERVICING MANAGEMENT PLAN

1 DEFINITIONS

“Consolidation Centre” means a centre where goods for delivery to the Site are received, loaded and security checked in preparation for Consolidated Deliveries and where consolidated waste and refuse is received from the Development in accordance with the Deliveries and Servicing Management Plan;

“Co-ordinated Deliveries” means deliveries by Goods Vehicles from a dedicated small fleet operated by a small cadre of drivers in communication with a central control room regarding delivery times and arrangements (in order to avoid any queuing or waiting in the vicinity of the Site and ensure arrival when a vehicle lift is available for the vehicle’s entry and exit to and from the Site), all such vehicles to have commenced their trips and collected all their goods for delivery from a dedicated Consolidation Centre in accordance with the Deliveries and Servicing Management Plan;

“Co-ordinated Procurement” means arrangements agreed and operated under the co-ordinated supervision of the estates management team running the Development for the common procurement of goods and equipment used or consumed by tenants in Occupation;

“Deliveries and Servicing Management Plan” means a plan for the provision of deliveries and servicing arrangements to and from the Development to be submitted to and approved by the Council in accordance with the provisions of this Schedule;

“Emergency Vehicles” means any vehicle movements attending the Development for purposes of emergencies, including medical emergencies relating to visitors or Occupiers of the development (including but not limited to ambulances, doctors’ vehicles, police vehicles and fire engines);

“Facilities Management Vehicles” means all vehicles used by person attending the Development for the purpose of maintaining and repairing the Development and all equipment, apparatus and services required by the Development and which for the avoidance of doubt shall not be used for the delivery of goods and items to the Site;

“Goods Vehicles” means all vehicles (excluding Facilities Management Vehicles) other than cycles and motorcycles;

“Pre-Booked Delivery Slots” means allocated times for the attendance of Goods Vehicles during which space at the Site including allocated service bays will be available for sufficient time for any delivery to be carried out and the vehicle to enter and exit the Development (and be security checked, if necessary) without causing queuing outside the Site; and

“Unconsolidated Deliveries” means deliveries by Goods Vehicles that do not commence at the Consolidation Centre. The drivers of such deliveries must be briefed in accordance with the Deliveries and Servicing Management Plan.

2. The Owners covenant with the Council to submit the Deliveries and Servicing Management Plan to the Council for its approval in writing prior to the First Occupation Date. Such Plan shall incorporate the following commitments and restrictions:

- (a) Deliveries will be permitted over a 24 hour operational period excluding activity during the morning (07.30 – 09.30) and evening (16.30 – 18.30) peaks; deliveries will be minimised during the lunchtime period (1200 – 14.00), during the working week. There will be specific arrangements for weekends and these will be set out in the Deliveries and Servicing Management Plan;
- (b) A maximum of [] daily deliveries in a 24 hour period (excluding courier / cargo bicycles and motorcycles);
- (c) Cargo bicycles will be used where reasonably practicable;

- (d) Use Reasonable Endeavours to target 50% consolidation on Site; and
 - (e) Use of hybrid / electric vehicles will be optimised.
3. Not to First Occupy unless and until the Deliveries and Servicing Management Plan has been approved in writing by the Council pursuant to paragraph 2 above.
 4. Not to use and Occupy (as appropriate) the Development unless fully in accordance with the Deliveries and Servicing Management Plan approved pursuant to paragraph 3 above, subject to any revisions to the said plan that may be agreed in writing between the Developer and the Council from time to time.
 5. Any amendments that the Owners may wish to make to the Deliveries and Servicing Management Plan shall be submitted to the Council for approval and no amendments shall come into force until they have been approved by the Council.
 6. There shall be no trips by Good Vehicles to the Site other than by Consolidated Deliveries, Unconsolidated Deliveries and Co-ordinated Procurement within the total of [] per day, save for Facilities Management Vehicles and Emergency Vehicles.
 7. There shall be no deliveries of any items or any other trips by Goods Vehicles to the Site unless the items, vehicles and drivers have first been security screened and cleared at the Consolidation Centre save for:
 - (a) Facilities Management Vehicles;
 - (b) Emergency Vehicles;
 - (c) Co-ordinated Procurement; and
 - (d) the Unconsolidated Deliveries.
 8. There shall be no trips by Goods Vehicles to the Site unless there have first been allocated Pre-Booked Delivery Slots for the time of their arrival, and there be no arrival of Goods Vehicles to the Site other than at the time allocated by the applicable Pre-Booked Delivery Slots.
 9. In the event of interruptions to the Pre-Booked Delivery Slots due to local road network diversions, road closures, roadworks, or unforeseen road network problems, the daily figures outlined in paragraph 7 above and in the Deliveries and Servicing Management Plan may reduce on certain days and be exceed on other days. When an average figure is taken across the week, these figures will still amount to an average of [] vehicles per day in accordance with paragraph 7 above.
 10. The Owners shall use Reasonable Endeavours to minimise the number of Facilities Management Vehicles attending the Site.
 11. The Deliveries and Servicing Management Plan shall address the following:
 - (a) Site assessment;
 - (b) Trip and vehicle assessment;
 - (c) Delivery route and arrival / departure assessment;
 - (d) Co-ordinated Procurement;
 - (e) Refuse and waste removal and management;
 - (f) Delivery management; and
 - (g) Headroom and layout.
 12. To undertake annual monitoring of vehicles against the figures in the Deliveries and Servicing Management Plan and submit the results to the Council promptly following each anniversary of the First Occupation Date.

15. In the event that the results of the monitoring in paragraph 12 above show that the figures in the Deliveries and Servicing Management Plan were exceeded for that year, the Council shall give notice in writing within three months of receipt of the figures. On receipt of such a notice, the Owners shall submit (within three months) a proposal to rectify the exceedance, for approval by the Council.

DRAFT

SCHEDULE 12 - PUBLIC ART

DEFINITION

“Public Art Strategy” means the details of and strategy to provide public art [up to the value of at least £80,000] within the Site and as part of the approved Public Realm Works within the PRA to be submitted and approved pursuant to [Schedule 11];

The Owners covenants with the Council:

1. Prior to Commencement of Above Ground Works the Owners shall submit the Public Art Strategy to the Council for approval.
2. The Public Art Strategy must include details including full costings and of the Design Process for any public art provision that is to form part of Public Realm Works
3. The Owners shall not Commence Above Ground Works of the Development until the Public Art Strategy has been submitted to the Council.
4. The Owners shall implement and comply with the approved Public Art Strategy for the lifetime of the Development

SCHEDULE 13 - PUBLIC TOILETS

DEFINITION

“Public Toilet Strategy”	means the details of and strategy for the provision of public toilet facilities within the Development in the location shown on [plan] to replace the Existing Toilet Block
---------------------------------	---

The Owners covenants with the Council

1. Prior to Commencement the Owners shall submit the Public Toilet Strategy to the Council for approval.
2. The Public Toilet Strategy must include the following:
 - 2.1 details about the timing of the closure of the Existing Toilet Block to be sequenced as far as reasonably practicable with the opening of the New Toilet Facilities;
 - 2.2 alternative temporary public toilets to replace the Existing Toilet Block if there is to be a period of time [more than [X] months] between the removal of the Existing Toilet Block and the opening of the New Toilet Facilities;
 - 2.3 that the New Toilet Facilities are constructed and designed to British Standard BS8300-3-2018;
 - 2.4 details of the internal layout of the New Toilet Facilities to be provided;
 - 2.5 details to demonstrate accessible and level access to and from and regarding use of the New Toilet Facilities;
 - 2.6 details that the New Toilet Facilities will provide for all members of the public e.g. disabled
 - 2.7 the details of the access routes from the boundary of the Site and within the Development buildings for accessing the New Toilet Facilities;
 - 2.8 the opening hours of the New Toilet Facilities to correspond with the opening hours of the Flexible Floorspace
 - 2.9 confirmation and commitment for the lifetime of the Development to the New Toilet Facilities be free of charge to the Public
3. The Owners shall not Commence Above Ground Works of the Development until the Public Toilet Strategy has been submitted to the Council.
4. The Owners shall implement and comply with the approved Public Toilet Strategy for the lifetime of the Development and shall not permit the use of the New Toilet Facilities other than in accordance with Public Toilet Strategy as approved by the Council and any amendments thereto as agreed with and approved by the Council in writing.

SCHEDULE 14 - SECURITY AND SITE MANAGEMENT STRATEGY

DEFINITION

“Security and Site Management Strategy” means the details of and strategy to provide Site security management in respect of the Development

The Owners covenant with the Council:

1. Prior to Commencement of Above Ground Works the Owners shall submit the Security and Site Management Strategy to the Council for approval.
2. The Security and Site Management Strategy must include details of the following
 - 2.1 a summary of the known crime risks in the area;
 - 2.2 details of how the Development has mitigated known crime risks in the area;
 - 2.3 details of a CCTV scheme, external security, gates and Street Lighting and other lighting.
3. The Owners shall not Commence Above Ground Works of the Development until the Security and Site Management Strategy has been submitted to the Council.
4. The Owners shall implement and comply with the approved Security and Site Management Strategy for the lifetime of the Development and shall not Occupy or allow Occupation or permit Occupation other than in accordance with Security and Site Management Strategy.

**SCHEDULE 15 - SECURITY/ GUARANTOR FOR PERFORMANCE OF THE OWNERS UNDER THIS
DEED**

Lambeth drafting to follow

DRAFT

Date:
17.11.2020



PROJECT: 20-24a POPE'S ROAD

SCHEDULE OF RESPONSES TO COMMENTS RECEIVED

The following table outlines our response to the comments received by the GLA dated 06 July 2020

I.D	COMMENT	COMMENTS
1.	Para 15 - Policy HC5 of the intend to publish London Plan supports the continued growth of London's diverse and cultural facilities and creative industries. Brixton is identified as a Creative Enterprise Zone (CEZ) which seeks to develop and deliver new spaces to serve the emerging digital and creative cluster located in the area. The development would provide flexible workspace suitable for occupation by a range of business sizes, which is welcomed. As advised in pre-application discussions, further consideration should also be given to the capacity for the development to provide a broader scope of compatible workspaces typologies, beyond office, such as studios or maker spaces, having regard for the site's location within a strategic area for regeneration and a CEZ, to ensure that the development responds to the local economy context.	The development will contribute to securing greater provision of office space suitable for SMEs, aid in meeting the Borough's requirement for affordable workspace, and attract domestic and international visitors to the local area – all of which stimulate the local economy. In addition to the workspace specifically targeting local businesses in the creative industry, the workspace will be designed as business 'incubator' operations, which will be flexible and hence able to accommodate small businesses of different sizes, allowing local businesses to develop and flourish within LBL. The applicant has undertaken research with Savills to ensure that there is an identified local need and that the proposed development meets this need.
2.	Para 16 - The Council's submission Local Plan Policy ED2 requires that in the Brixton CEZ (within the town centre boundary), developments proposing greater than 10,000sqm B1 office floorspace should provide 10 per cent of that floorspace as affordable workspace at 50% of market rents for a period of 25 years. Compliance with this policy should be confirmed by the applicant and these details together with details of the location of the affordable workspace, management and delivery mechanism should be secured in the Section 106 agreement	The Applicant has committed to the following: <ul style="list-style-type: none">• a 25% uplift in affordable workspace from the emerging policy position, and that presented to committee previously. This would see 12.5% of total B1 floorspace on an NIA basis and would total 2,400sqm which is an increase of circa 500sqm of additional floorspace being secured at 50% below market rents over and above the offer previously before committee.• a 25% increase to the Employment & Skills Endowment to the previously stated position, bringing the total value of this endowment to circa £1.875m; and• a 25% increase in the dedicated community area, bringing this up to a position of circa 280sqm (GIA).

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3.	Para 19 - Further detail on the management of the new market retail element in terms of servicing and storage and access arrangements should be provided as these matters would have wider implications on the functioning of the market use and the success of its integration into the existing market context. Specifically, the applicant should demonstrate that the proposals would contribute to the diversity of the retail offer and not add to existing servicing issues with regard to storage and refuse. Measures to alleviate servicing issues within the existing markets would add to the public benefits of the proposal and should be investigated.	The development provides off-street servicing (including storage and waste) for the new market via Valencia Place with a Delivery & Servicing Plan (DSP) to manage and mitigate any impacts from servicing activity. The development will therefore not contribute to, and is not reliant on, the servicing strategy for the existing markets. The existing markets do not form part of this application and have their own servicing strategy and DSPs. However, the Applicant is willing to consider consolidating servicing for the existing markets within the new development where reasonable and appropriate to do so, but this would be a further benefit delivered outside the merits of this application.
4.	Para 22 – Further clarity on management and access arrangements to the toilets should be provided. 24-hour access should be provided in line with Policy S6 of the intend to publish London plan, such details should be secured in a section 106 agreement.	The new set of public toilets will be fully managed and maintained by the applicant and will be accessible directly to members of the public via both a lift and staircase. It has been agreed with the London Borough of Lambeth that the public toilets will be open in line with the opening hours for the markets which represents an extension to the opening hours of the existing public toilets.
5.	Para 25 - The applicant should investigate ways to better rationalise the configuration of the ground floor to provide more active frontage and/or larger entrances to the building.	The applicant has revised the ground floor entrance to the scheme in response to comments received. The structural cross bracing at the entrance of the proposed development has been raised in order to improve the accessibility of the entrance and create a new central feature seat in the new public square area on Pope's Road
6.	Para 27 - Whilst the long-term aspirations to connect the development to the railway arches to the north and south are noted, further clarity is required on the access, management and treatment of interface between the development and the railway arches in the interim. The long narrow stretches may create an environment for antisocial behaviour at night and measures should be in place to safeguard against this.	Until an agreement with the owner of the arches is reached, the long narrow streets adjacent to the proposed scheme will be accessible only to the applicant, authorized personnel and third parties who has rights of access to them e.g. existing Arch tenants, Network Rail and market tenants of the development.

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7.	Para 30 - The applicant should therefore investigate options to set the overall building footprint back further than 1m to provide more generous public space and support the efficient functioning of any new station entrance.	The scheme has been revised and the building line has been set back by 2.5 metres east. The proposed set back of the building and enhanced public realm offering is considered to suitably address comments received from LBL and the relevant consultees.
8.	Para 34 - Whilst the building has been designed to accommodate the functional requirements of the proposed uses, as discussed in paragraphs 24 to 28 GLA officers are seeking further clarity on future links between the site and the neighbouring markets, improvements to the Pope's Road frontage and entrances and further clarity on the interim access arrangements and treatment of the ground floor frontages to the railway arches	In regard to the treatment and frontages of the railway arches and the connection to the existing market please see answer n.6. The proposed scheme has considered the potential north-south connection from the Brixton village into the Pop Brixton site and incorporated it into our design in order to futureproof this important connection. Further improvements to the entrance frontage of the building on Pope's Road were included in the latest design addendum. The key goal of this design changes were to improve the spatial quality of the plaza, the circulation of the public and the transition between the public square and the proposed development via the proposed double height portico.
9.	Para 38 - Whilst the building provides publicly accessible space at ground and first floor level, as discussed in paragraph 21, given the prominence of the building within Brixton and the compromised nature of the spaces proposed, GLA officers are seeking additional publicly accessible space on the upper floors of the building	The current scheme is considered to already offer exceptional public benefits, one of which is the high quality new public space. This now extensive public square would support a range of uses that would help create a multi-functional, inclusive and dynamic public realm that celebrates Brixton's physical and social character. The Applicant has also increased their dedicated community floorspace offering which now stands at 280 sqm GIA. The approved uses within the development also include a restaurant on the 8 th floor with its own terrace offering views over Brixton. This restaurant will be accessible to any member of the public making a reservation and users of the restaurant will have access to the terrace during their visit.
10.	Para 49 - The public benefits arising from the development include the delivery of new office and commercial floorspace, affordable workspace, the regeneration of the site and new public space. However, as considered above, the investigation of further public realm improvements is required, the internal public space is compromised in	As above, the scheme has been revised and the building line has been set back by 2.5 metres east to allow for an increased public realm offering

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SCHEDULE OF RESPONSES TO COMMENTS RECEIVED

	<p>its size and location, the terms of the affordable workspace have not been confirmed and there are concerns with the layout of the ground floor and the buildings interface with the rail arches. These matters are intrinsically linked to the public benefits balance and will be a key part of the consideration in terms of whether such benefits may cumulatively outweigh the less than substantial harm identified above. GLA officers seek further discussion with the Council and the applicant team on these matters, as well as the mechanisms for securing and delivering the public benefits concerned.</p>	<p>The dedicated community floorspace has also been relocated within the development to a more prominent location that is easier to access and has improved links with the flexible public market space. As above, the applicant has now committed to providing 12.5% of the total B1 NIA floorspace as affordable workspace, which totals 2,400 sqm.</p> <p>The Applicant is proposing a £1m investment in a new a public square at Popes Road to ease congestion and increase the amount of space for street traders. The new proposed square on Pope's Road will create a moment of relief and a new civic anchor point for Brixton Central. In addition, it will provide a more generous and improved space for current traders by doubling up the potential number of market stalls. Its generous size will allow for public events to take place and will also facilitate the potential redevelopment of Brixton Station</p> <p>They will also be spending £500,000 to replace the public toilets, including making them free for the public and will be maintaining them and offering them for public use free of charge.</p>
11.	<p>Para 52 - The GLA expects all major development proposals to maximise onsite renewable energy generation, where feasible. This is regardless of whether the 35% on-site CO2 emission improvement target has already been reached through earlier stages of the energy hierarchy. The applicant is, therefore, required to reinvestigate the inclusion of renewable technologies. A roof layout should be provided to demonstrate that there is no potential for PV as concluded within the energy statement.</p>	<p>As part of the amendment to the planning application submitted to Lambeth, we have identified an area on the east block roof for incorporation of Photovoltaic panels (plan attached). The west block roof is occupied by MEP heat rejection equipment and façade access equipment, unsuitable for PVs.</p>
12.	<p>Para 53 - A centralised air to water heat pump system is being proposed. Further information is required on the heat pumps as set out in the detailed comments provided separately</p>	<p>a. Based on the BRUKL output, the estimated heating and cooling demand for the building is 96.61MJ/m2 and the estimated heating and cooling energy consumption by the heat pumps is in the table below. The heat pumps will cover</p>

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		<p>100% of the site heat loads (there is no other heat source proposed).</p> <table border="1"> <thead> <tr> <th></th><th>Heating</th><th>Cooling</th></tr> </thead> <tbody> <tr> <td>Area</td><td>28139</td><td>28139</td></tr> <tr> <td>kWh.m2</td><td>2.79</td><td>6.03</td></tr> <tr> <td>kWh</td><td>78507.81</td><td>169678.2</td></tr> <tr> <td>MWh</td><td>78.50</td><td>169.67</td></tr> </tbody> </table> <p>b. SCoP and SEER values used in the energy model were based on manufacturers technical specification for indicative units (see attached example of one of the specification sheets provided by Mitsubishi).</p> <p>c. The primary LTHW circuit is expected to operate at 55C/45C. As design develops, consideration will be given to the use of intermediate high-temperature water-to-water heat pump secondary circuits to serve air-handling units, enabling operating temperature range of fan-coil units secondary circuits to be reduced to 45C/40C, if technically feasible.</p> <p>d. No additional technology is required. Hydraulically independent secondary circuits will be provided to deliver LTHW to the office fan-coil unit system, central air handling units and the domestic hot water high-temperature heat pumps. A high-temperature water-to-water heat pump will be used to lift LTHW from 55C to 75C for distribution to indirect heating coils within the domestic hot water storage cylinders.</p>		Heating	Cooling	Area	28139	28139	kWh.m2	2.79	6.03	kWh	78507.81	169678.2	MWh	78.50	169.67
	Heating	Cooling															
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13.	<p>Para 54 - The carbon dioxide savings fall short of the on-site target within the London Plan. The applicant should consider the scope for additional measures aimed at achieving further carbon reductions/In this instance it is accepted that there is little further potential for carbon dioxide reductions onsite.</p>	<p>As part of the amendment to the planning application submitted to Lambeth, we have committed to reach a minimum on-site 35% regulated carbon emissions reductions during the design</p>															

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		<p>development at later RIBA stages. Additional measures considered to achieve this further reduction are:</p> <ul style="list-style-type: none"> - Photovoltaics on the east block roof - Improved plant efficiencies. <p>Furthermore, the applicant is committed to signing up to renewable electricity to reduce the building carbon emissions.</p>												
14.	Para 55 - The applicant should confirm the carbon shortfall in tonnes CO ₂ and the associated carbon offset payment that will be made to the borough.	<p>The shortfall and associated carbon offset according to the massing in January and the GLA worksheet used to calculate it is £22,005 (table below). Since then, an amendment was submitted where the applicant committed to reaching the London Plan target of 35% regulated carbon dioxide savings on-site. In this case no offset payment would be due.</p> <table border="1"> <thead> <tr> <th></th><th>Annual Shortfall (Tonnes CO₂)</th><th>Cumulative Shortfall (Tonnes CO₂)</th></tr> </thead> <tbody> <tr> <td>Total Target Savings</td><td>123</td><td>-</td></tr> <tr> <td>Shortfall</td><td>12</td><td>367</td></tr> <tr> <td>Cash in-lieu contribution (£)</td><td>22,005</td><td>-</td></tr> </tbody> </table>		Annual Shortfall (Tonnes CO ₂)	Cumulative Shortfall (Tonnes CO ₂)	Total Target Savings	123	-	Shortfall	12	367	Cash in-lieu contribution (£)	22,005	-
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Total Target Savings	123	-												
Shortfall	12	367												
Cash in-lieu contribution (£)	22,005	-												
15.	Para 57 -The surface water drainage strategy for the proposed development does not comply with London Plan policy 5.13 policy SI.13 of the intend to publish London Plan, as it does not give appropriate regard to the drainage hierarchy and greenfield runoff rate. Further details on how SuDS measures at the top of the drainage hierarchy will	<p>Storm water discharge from the development will be limited to the greenfield runoff rate of 2.9 litres/sec . The total attenuation volume for all storm events up to and including 1-in-100 year storm plus 40% allowance for climate change will be approximately 160 m3.</p>												

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	be included in the development, and how greenfield runoff rate will be achieved should be provided.	<p>Storing water for later use has been considered but it is not appropriate for the reasons outlined in the response to Para 58 below.</p> <p>It is proposed to utilise blue roof systems for the attenuation as much as practically possible and the attenuation details will be developed in a schematic stage of the design. Any areas that won't be possible to attenuate within the blue roof systems will be attenuated in a tank/or tanks inside the basement located at high level in order to achieve a gravity discharge into the public sewers, where possible.</p>
16.	Para 58 - The proposed development generally meets the requirements of London Plan policy 5.15 (and intend to publish London Plan policy SI.5). The Applicant should also consider water harvesting and reuse to reduce consumption of wholesome water across the entire development site. This can be integrated with the surface water drainage system to provide a dual benefit.	Incorporation of water harvesting measures have been considered during the design development and dismissed due to limited space availability at basement level for incorporation of the equipment required. Given the proximity to the elevated rail lines, enlarging the basement footprint or depth was considered not appropriate or feasible.
17.	Para 59 - The proposed development offers very limited urban greening at ground and roof level. The London Plan is clear that the design process should embed urban greening as a fundamental element of site and building design. In accordance with Policy G5 of the intend to publish London Plan, the applicant should calculate and provide the Urban Greening Factor (UGF) score for the proposed development and meet the minimum specified target of 0.3. A drawing showing the surface cover types and accompanying UGF calculation should be submitted prior to Stage 2. By integrating green roofs across the proposed development, a UGF score of 0.3 should be readily achievable.	The proposed development includes substantial urban greening on most of the open spaces and terraces created within the building. Specifically, dense planting and trees are proposed on the terraces in the top part of the west block, on the roof of the linkage between the east and west block and on the terrace of the east block on the 8 th floor. It is anticipated that the new civic square on Pope's road will also include an element of green landscaping.
18.	Para 60 - The proposed trip generation has been calculated using the TRICS database and 2011 Census data. The applicant has excluded the proposed market space and community from the provided trip generation, stating that these will be secondary, linked trips. This is not accepted, and trip generation for these uses should be provided also to enable their impact to be fully evaluated. The TA should now consider the new TfL Streetspace for London guidance; creating more space on streets so people can	Trips associated with the market and community uses will be limited in the critical weekday peak periods, compared to say the office use which has been assessed on the basis of commuter travel and a predominance of trips in these peak periods. The Applicant maintains that in any event, a large proportion of trips will be secondary and combined with other trip types or town centre destinations. It would

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SCHEDULE OF RESPONSES TO COMMENTS RECEIVED

	<p>walk or cycle while social distancing. New development should be designed to support temporary and potentially permanent changes being made through Streetspace for London.</p>	<p>therefore not be appropriate to assess the impact based on market and community trips being new to the network in the general sense of what the assessment is for.</p> <p>Lambeth highways concurred that this approach is 'broadly appropriate in assessing the impacts on the local road and transport networks during the AM and PM peak times'.</p> <p>Despite the above, the addendum submission included a pedestrian trip generation exercise for the market that was based on the weekday peak hours and at the weekend. The assessment utilised survey data for the adjacent and comparable Brixton Village market which was applied on a pro rata basis for the development. The trip generation and findings of this assessment were then applied by Space Syntax who undertook a Pedestrian Comfort Level assessment. In summary, the exercise concluded that the new public realm around the development would be able to accommodate the increased level of pedestrian activity for the entire development whilst maintaining the TfL recommended comfort levels. In terms of streetspace, the development will deliver several significant benefits to pedestrians and cyclists including creating more space and improvements through:</p> <ul style="list-style-type: none">• Introduction of a new public square.• Contribution towards a cycle hire docking station.• Local Streets Contribution towards streetscape improvements to Atlantic Road and Brixton Station Road.• Legible London contribution. <p>In addition, a sizeable contribution has already been agreed with TfL for further bus services in the town centre.</p>
19.	<p>Para 61 - The proposals would result in an increase in demand for cycle hire facilities in the local area. As such, a contribution of £220k is required to fund one additional cycle hire station with approximately 35 docking points, space should be set aside within the development to accommodate this.</p>	<p>A contribution of £220,000 has been agreed as part of S106 discussions</p>

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20.	Para 62 - Two routes have been identified and assessed as part of the ATZ, which has identified numerous issues along the routes, highlighting their non-compliance with the 10 Healthy Streets Indicators. The applicant also notes the high levels of collisions along the routes evaluated. In line with the Mayors Healthy Streets (MTS) approach and Vision Zero target, the applicant should work with the LPA and other stakeholders to identify measures that can be brought forward to combat some of these issues as part of this application.	Improvements to Atlantic Road and Brixton Station Road through this fund is designed to provide a safer and more pedestrian friendly environment that reduces the propensity for conflicts/accidents. Improve wayfinding through a legible London contribution will aid and encourage pedestrian movement. The new public square and improvements along Pope's Road will enhance the pedestrian environment and include measures designed to increase safety such as a lighting strategy, more natural surveillance, removal of vehicles and increased management/security. A Local Streets Contribution of £300,000 is to be secured as part of the Section 106
21.	Para 63 - To improve legibility to and from the site and through Brixton more widely, Legible London signage should be integrated, to sign post significant local sites, and highlight pedestrian, cycle and public transport modes in the local area.	A contribution of £15,000 towards Legible London has been agreed through S106 discussions
22.	Para 64 - Policy T6.5 of the intend to publish London plan states one blue badge space should be provided for each element of the proposal. As such, 3 blue badge parking spaces should be provided. Given the small number of spaces to be provided, all blue badge spaces must be equipped with an active electric vehicle charging point.	The Applicant has agreed with Lambeth to provide a financial contribution towards the implementation of two Blue Badge spaces on Brixton Station Road which would be equipped with electric vehicle charging. The Applicant is also willing to commit to a monitoring regime to ensure the level of disabled parking is adequate and enforcement is effective, through regular monitoring and review.
23.	Para 66 - It is understood that the applicant proposes to service all uses on site using both Popes road, when pedestrianisation restrictions allow, and Valentia Place. Whilst the analysis undertaken by the applicant shows that there is ample capacity between these roads to service the site, the applicant should address safety concerns surrounding the high volumes of pedestrians and cyclists in the area.	The addendum submission includes changes to the servicing strategy that would now see all servicing activity for the development undertaken off-street via Valencia Place, with the addition of delivery consolidation for the office element. Vehicles have therefore been removed from Pope's Road even at legitimate times when servicing could reasonably occur. The changes are considered to be a further benefit of the development in prioritising pedestrian movement and removing vehicle activity from public realm areas, whilst retaining an

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		off-street strategy to minimise any impacts on the local highway network.
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PLANNING APPLICATIONS COMMITTEE - SECOND ADDENDUM

Date: Tuesday 3 November 2020

Time: 7.00 pm

Venue: To be held via Microsoft Teams - please click [here](#)

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 Ben Kind, Councillor Jessica Leigh, Councillor Mohammed Seedat, Councillor Joanne Simpson (Vice-Chair), Councillor Becca Thackray, Councillor Clair Wilcox (Chair) and Councillor Tim Windle (substitute)

Substitute Members

Councillor Scott Ainslie, Councillor Liz Atkins, Councillor Jennifer Brathwaite, Councillor Marcia Cameron, Councillor Malcolm Clark, Councillor Paul Gadsby, Councillor Nicole Griffiths, Councillor Nigel Haselden, Councillor Maria Kay, Councillor Marianna Masters, Councillor Iain Simpson and Councillor Sonia Winifred

Further Information

If you require any further information or have any queries please contact:

[REDACTED]

Published on: Tuesday 3 November 2020

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.

How to access the meeting

This meeting will be held in accordance with Section 78 of the Coronavirus Act 2020 and the related Regulations which details that members of the public and press be provided access to the meeting through remote means, such as video conferencing and live streaming as provided by the link provided above.

For elected Members of the Council

Councillors who are not members of the committee but wish to make representations at the meeting must inform Democratic Services by 12 noon on the last working day before the meeting. Please refer to the guidance which has been circulated separately by Democratic Services.

For Members of the Public

This is a Microsoft Teams Live Event meeting. If you are new to Microsoft Teams, clicking the link on the front page will take you to the meeting page where you will be prompted to download the app or watch on the web instead. Please follow the instructions to watch on the web instead. On doing so, you can join our live event anonymously.

Can I make representations at virtual PAC meetings?

Yes. Up to three supporters (including applicants), three objectors and the Ward Members can make representations to the meeting at the Committee's discretion for a maximum of two minutes each. If you would like to make representation, please contact the clerk (details on the front page of the agenda) or democracy@lambeth.gov.uk.

You must register your wish to make representations on any application, and importantly submit the necessary information, by 12 noon on the last working day before the meeting. You must supply a written statement outlining the points you wish to make to the committee. The written statement when read aloud must not take more than two minutes (approximately 300 words).

For further information please contact Democratic Services as soon as possible by telephoning 020 7926 2170 or emailing democracy@lambeth.gov.uk.

Where the number of requests to address the committee exceeds three, and/or it is clear the interested parties wish to make similar points, the interested parties will be asked to liaise so that all the points can be raised succinctly.

Representation

Ward Councillors (details via the website www.lambeth.gov.uk or phone 020 7926 2131) may be contacted at their surgeries or through Party Group offices to represent your views to the Council: (Conservatives 020 7926 2213) (Labour 020 7926 1166) (Greens 020 7926 2225).

Digital engagement

We encourage people to use Social Media and we normally tweet from most Council meetings. To get involved you can tweet us @LBLDemocracy.

Audio/Visual Recording of meetings

Everyone is welcome to record meetings of the Council and its Committees using whatever, non-disruptive, methods you think are suitable. If you have any questions about this please contact Democratic Services (members of the press please contact the Press Office). Please note that the Chair of the meeting has the discretion to halt any recording for a number of reasons including disruption caused by the filming or the nature of the business being conducted.

Persons making recordings are requested not to put undue restrictions on the material produced so that it can be reused and edited by all local people and organisations on a non-commercial basis.

AGENDA

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

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6.	Second Addendum	1 - 28

PLANNING APPLICATIONS COMMITTEE 03 NOVEMBER 2020
SECOND ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON
AGENDA ITEMS

ITEM 3

20-24 Pope's Road

20/01347/FUL

Community Involvement Strategy – s106 heads of terms update

The Brixton Project was commissioned by Hondo to develop plans for ongoing community involvement in the Pope's Road development. The Brixton Project were selected by Hondo on the basis of their experience of working in Brixton over many years, including the Brixton Design Trail, Brixton Pound and other initiatives.

Appendix 6 sets out the final report from the Brixton Project setting out their advice for community involvement. As is stated clearly in their report, and consistent with the consultation responses received by the Council, this application has divided public opinion, with a particular concern around the height and massing, which are discussed in detail in the main body of this report, and will be presented to committee by the applicant's architect Sir David Adjaye.

The Brixton Project report also articulates their view that this development presents a very real opportunity. It identifies significant appetite for active and positive community participation in this project moving forward. It highlights that there are many local people with the experience, skills and willingness to achieve a new standard of community participation in a major regeneration project, avoiding the typical 'top down' model of regeneration.

To this end, the Council has undertaken further conversations with community members who have actively expressed a desire to work with the Council and Hondo to ensure that the benefits of this scheme are realised for the community, and that this building creates spaces which are welcoming for all.

Based on these conversations and the recommendations made in the Brixton Project report, the following further development of the community involvement elements of the S106 have been agreed with the applicant, as outlined below.

- A **Community Development Group** will be established, as an independent entity, formed by local people with a remit to embed a community vision and values at the heart of the development. With c. 6 – 8 representatives, the Group would be formed such that it includes representation from different constituent parts of the community of people who wish to be involved in an active and positive community participation in this project moving forward. The group members would be identified and appointed on the basis of a transparent and open process, such that there can be confidence in their independence.
- A '**Community Development Committee**' will be convened as a forum for collaboration between the Community Development Group, the Managing Partner of Hondo Enterprise, and the Council (including a ward councillor and the Council's Strategic Director of

Sustainable Growth & Opportunity). Collectively, the Group and the Committee will have a responsibility to pursue innovative forms of community development and guide key aspects of the development, co-designing strategies, projects and inputting into financial decisions in connection with s106-secured resources that will seek to ensure the scheme becomes an exemplar of equitable, sustainable development.

- This committee will commence with agreeing a shared vision for the building and the community benefits to be realised, focussed on the following objectives:
 - (a) **Young People; Enterprise and Employment** A development with a tenant business community deeply embedded within the locally community, excelling at providing opportunity for young people and local residents from all backgrounds.
 - (b) **Environment, Culture, and Well Being** A development rooted in the culture and values of Brixton, welcoming all and making a positive impact on the environment and well-being of local people.
- A new council post (**‘Community Development Partner’**) will be created and funded to facilitate and support the success of the committee. This post will be recruited to in a transparent manner, and the final selection will be made by a panel including a ward councillor and a community representative.
- The committee will form **two sub-groups**, tasked with undertaking and feeding into important pieces of work related to the above two themes, including *but not limited to*:

Sub-group 1: Young People; Enterprise and Employment

- A Community and Commercial Use Strategy and Management Plan, together with an Employment and Skills action plan and related budget planning for the endowment, which will include *inter alia*:
- A ‘Community Induction’ process for all major incoming tenants into the building, helping to rapidly connect new businesses moving into Brixton to connect with local charities, social enterprise and other agencies focussed on providing skills and economic opportunity for residents from disadvantaged backgrounds, and that community social responsibility programmes of work are delivered to best benefit. This process would seek to generate understanding of the Brixton community and identify ways in which incoming businesses locating at the development can meaningfully add value to community life and opportunities for local people.
- A calendar of work experience and employment focussed events that broker relationships between employers, skills providers and local people, seeking to create large volumes of training and job opportunities connected to the development.
- Affordable Workspace tenancy strategy, drawing on a Brixton Creative Enterprise Zone culture at risk register and taking account of potential displacement through regeneration activity locally. The affordable workspace strategy will take account of the need within the Brixton CEZ for a diversity of workspace, beyond standard office and co-working provision.

- A Circular Economy framework that will embed the requirement for local supply chain opportunities and business to business connections to be made for the benefit of existing businesses within Brixton, and new businesses moving into the development. It is envisaged that this will be part of a wider business support programme led by the Affordable Workspace provider, in partnership with specialist agencies, to provide a range of local business-friendly measures. In addition to circular economy principles, the business support programme will also take account of the 'back-end' business support needs of retail businesses (e.g. a 'retail academy') and other support services.
- A meanwhile / pop-up strategy ensure to ensure that vacant units are readily activated and available for short periods, allowing local businesses to make the most of such opportunities.

Sub-group 2: Environment, Culture and Well Being

- Input into the applicant's preparation of the Construction and Environmental Management Plan (as dealt with in the report), to enable the applicant to best take account of the need to minimise disruption to existing business communities and providing positive impacts during the construction period. Particular consideration will be given to businesses in the arches adjacent to the site and other businesses in the immediate vicinity.
- Commissioning a Public Realm and Community Spaces strategy, setting out how all the key community spaces within the building and public square can be used to reflect, celebrate and evolve Brixton's cultural heritage.
- Cultural curation and events plan with associated budget planning for the £80,000 public art contribution. This plan will be developed through consultation, taking account of different ages and constituent parts of the community.
- A development well-being plan, focussed on how positive steps can be taken to ensure the building provides space and opportunity for free-to-access well-being activities.
- D1 community floorspace management plan and input into the final detailed design and fit-out of the dedicated community space on the first floor, including its exact location on the eastern side of the first floor.

In addition to the above measures, commitment (including resourcing) will be made to:

- ongoing **communications** and publicity of the range of community activities/access arrangements that are available at the site, including use of network of community contacts/disseminators agreed with the group, a website and a ready human face point of contact for community enquiries; and
- annual **independent social and environmental value reviews**, prepared according to a methodology agreed by the Committee, to be made publicly accessible.

Free, publicly accessible **Public toilets** will be made available during full opening hours associated with the ground and first floor level uses within the development and designed in accordance with the guidance in British Standard BS8300-2:2018.

Enhanced Affordable Workspace, Employment & Skills Endowment and Community Space

Following further discussions with the applicant, in order to demonstrate their commitment to working with the community to deliver on the vision principles set out in the above section, they would increase their community benefits offered in the following manner:

- a 25% uplift in affordable workspace from the emerging policy position, and that presented to committee previously. This would see 12.5% of total B1 floorspace on an NIA basis would total 2,400sqm which is an increase of circa 500sqm of additional floorspace being secured at 50% below market rents over and above the offer previously before committee.
- a 25% increase to the Employment & Skills Endowment to the previously stated position, bringing the total value of this endowment to circa £1.875m; and
- a 25% increase in community area, bringing this up to a position of circa 280sqm (GIA).

Taken together with the agreed community involvement strategy set out previously, this position would represent the most comprehensive set of structural, inclusion focussed s106 obligations to date within the borough.

With regard the affordable workspace element, the S106 will also require a Workspace Management Plan to be co-designed through the Community Development Committee, as set out above. This will set out how a diversity of different affordable workspace will be provided, beyond 'standard' office and co-working space.

The s106 agreement will also require the Workspace Management Plan to have particular regard given to organisations at risk of displacement within Brixton, and organisations whose activities align with the employment, enterprise, culture and environmental objectives set out above. For example, organisations actively working to support local young people from disadvantaged backgrounds into industry sectors likely to be present within the development (e.g. creative, technology sectors) would have opportunities to secure long term affordable space.

Whilst working within the financial envelope of an overall 50% discount on the affordable workspace floorspace, the detailed s106 agreement and Workspace Management Plan will take account of the need for a range of discounts to meet the needs of target beneficiaries, in a similar manner to International House.

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<u>ITEM 3</u> <u>20-24 Pope's Road</u> <u>20/01347/FUL</u>		
Page Number	Report Changes	Decision Letter Changes
<u>ADDITIONAL CONSULTATION RESPONSES AND REVISIONS TO REPORT</u>		
Page 18, 'bConsultations' Section, Paragraph 7.3, 'Adjoining owners/ occupiers'	<u>ADDITIONAL CONSULTATION RESPONSES</u> <ul style="list-style-type: none"> • 62 further individual <u>objections</u> have been received raising no new concerns over and above those previously reported to Committee on 25th August 2020. • 343 further individual representations of <u>support</u> have been received raising no new concerns over and above those previously reported to committee on 25th August 2020. • A further <u>email of objection</u> was received on <u>2nd November 2020</u> attaching 1) a link to an <u>online petition</u> of objection purporting to include over <u>7,300 signatures</u> with over 400 comments of objection and 2) a further link to a separate pdf document which provides a summary of the representations made as part of the petition. Officers have requested an electronic full copy of the petition, including the names, addresses and signatures of all that have signed it together with their individual comments so that the content of the petition can be verified. The full copy has not been provided and therefore Officers are unable to confirm the accuracy or content of the petition. From the separate summary document provided, no new concerns have been made over and above those previously reported to committee on 25th August 2020. <u>REVISIONS TO REPORT</u> <ul style="list-style-type: none"> • Under the heading '<u>Adjoining owners/occupiers</u>' replace <u>paragraphs 7.3.1 to 7.3.3</u> with the following paragraphs: 	No

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	<p>7.3.1 Site notices were originally displayed from 24 April to 15 May 2020 (Original Application Submission) and following amendments to the scheme from 17 July to 7 August 2020 (Amended Application Submission 1) on Popes Road, Brixton Station Road, Atlantic Road and Electric Avenue. The application was also advertised in the local paper on 22 April 2020 (Original Application Submission) and following the first amendments to the scheme on 15 July 2020 (Amended Application Submission). The responses received from adjoining owners/occupiers were reported to committee on 25th August 2020 and are summarised on pages 73 to 79 of the consolidated committee report provided in Appendix 4.</p> <p>7.3.2 Following the second set of amendments (the subject of this update report) being received on 30 September 2020, site notices were displayed from 2 October to 23 October 2020 on Pope's Road, Brixton Station Road, Atlantic Road and Electric Avenue. The application was also advertised in the local paper on 2 October 2020. The formal consultation period ended on 23 October 2020.</p> <p>7.3.3 The Council has followed the procedural requirements relating to applications which are departures (i.e. do not comply with the development plan policies) and the application has been advertised as a departure on the basis that it is not in accordance with Policy Q26, part (ii) 'there is no adverse impact on the significance of strategic or local views or heritage assets including their settings'; and site allocation "Site 16 - Brixton Central (between the viaducts) SW9" - Design principles and key development consideration (x) 'proposes low buildings to protect the amenity of new residential development on Coldharbour Lane adjoining the site'. The outcome of this consultation is set out below.</p> <p>7.3.4 In total, 999 local residents have been consulted on the application. To date, 3,777 individual representations have been received of which 1,384 are in support and 2,393 are objecting to the proposed development. None of the additional representations received raise any new matters over and above those previously reported to committee on 25th August 2020. As Officers are unable to authenticate the online petition link submitted and in the absence of a complete copy of this petition being provided, this has not been included in the total representations figures stated above.</p> <p>7.3.5 Officers have not been able to analyse representations submitted by theme and location owing to a high number of the individual representations not providing complete address information and limitations of the current backoffice system.</p> <p>7.3.6 In relation to the 1,384 representations of support, the applicant submitted on 2nd and 3rd November 2020, a</p>	
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	<p>“heat map” analysis of the geographical location of the support letters received providing breakdown figures on the number of responses received from postcode SW9; representations from within the borough as a whole; and those received from outside the borough. From the analysis undertaken, the applicant has stated that over 50% of the support responses have come from SW9. However, it should be noted that Officers have not been able to verify the conclusions of the analysis provided.</p> <p>7.3.7 It is noted that a signature of 7,300 signatures has been collated and the council has been made aware of the petition. However, to date it has not been provided with the details, names and signatures of the signatories and such has not been able to verify the petition.</p>	
<u>REVISIONS TO REPORT</u>		
Page 21 , 'Impact on heritage assets'	<ul style="list-style-type: none"> After paragraph 9.2.28, insert the following and renumber paragraphs 9.2.29 to 9.2.33 accordingly: <ul style="list-style-type: none"> (xvi) <u>Reliance Arcade</u> 9.2.29 Reliance Arcade links Brixton Road and Electric Lane and has ornamental facades at either end linked by an historic retail arcade. It is Grade II listed. Its significance and setting will not be adversely affected by the proposal which be seen as a distant form off to the left in the principal view of Reliance Arcade from across Brixton Road. (xvii) <u>Market Row</u> 9.2.30 A market complex situated behind frontage buildings on Electric Avenue, Coldharbour Lane and Atlantic Road. The market building is largely concealed by other buildings on those frontages. Given this, and the physical separation created by the railway viaduct on Atlantic road, the proposal will not affect its significance or setting of Market Row. (xviii) <u>Brixton Village</u> 9.2.31 A covered market fronting Coldharbour Lane and linking to Popes Road. It sits behind the railway viaduct on Atlantic Road and is largely concealed by it. Given it is largely concealed by other structures, it is not considered that the significance or setting of Brixton Village will be adversely affected by the proposal. 	No

	<p>(xix) <u>Brixton Fire Station</u></p> <p>9.2.32 An Edwardian listed fire station fronting Gresham Road. The application proposal will be visible as a distant form at the other end of Brixton Station Road. However, given the distance and the vista down Brixton Station Road, it is not considered that the setting of significance of Brixton Fire Station will be adversely affected.</p> <p>(xx) <u>The Sculpture on Brixton Station</u></p> <p>9.2.33 The sculpture called 'platform piece' comprises a number of bronze figures standing on the platforms. Whilst the proposal will be visible within their setting, officers do not consider that harm will result because the proposal will not interfere with the piece's intimate relationship with station users or those viewing it from passing trains.</p>	
<p>Page 30, Paragraph 9.11.1, 'Transport and Highways', Bullet Point 5 - 'Travel Plan and monitoring fee'</p>	<p><u>Planning Obligations and CIL</u></p> <ul style="list-style-type: none"> Amend <u>Bullet Point 5</u> (changes to be made shown in bold and strikethrough) as follows: <ul style="list-style-type: none"> <u>Travel plan and monitoring fee</u> of £8,000 £5,300 for all non-residential uses; 	No

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<p>Page 41, Conditions 37 and 40</p>	<p><u>Appendix 1: List of Conditions and Informatives</u></p> <ul style="list-style-type: none"> • <u>Amended Condition 37 (changes to be made shown in bold)</u> <p><u>Lighting Scheme</u></p> <p>37 Prior to occupation of any part of the development, an external lighting scheme and an internal lighting scheme must be submitted and approved in writing by the local planning authority in accordance with the Institute of Lighting Professional's Guidance notes for the reduction of obstructive light. The scheme must be designed by a suitably qualified person in accordance with the recommendations for environmental zone E3 in the ILP document "Guidance Notes for the Reduction of Obtrusive Light GN01:2011.</p> <p>The development should be implemented in accordance with the approved details and retained and properly maintained thereafter for the lifetime of the development.</p> <p>Reason: To ensure minimal nuisance or disturbance is caused to the detriment of the amenities of adjoining occupiers and to ensure the external appearance of the building is satisfactory and does not detract from the setting of the nearby conservation areas (Policies Q2, Q6, Q7, Q8 and Q22 of the Lambeth Local Plan (2015)). Also to ensure the minimisation of energy consumption in the interests of environmentally sustainable development (Policy EN4 of the Lambeth Local Plan (2015)) whilst ensuring minimal required operation lighting is maintained in terms of safety as well as ensuring a safe and secure environment to reduce the potential possibly of security, crime and anti-social behaviour risk (Policy Q3 of the Lambeth Local Plan (2015)).</p> <ul style="list-style-type: none"> • <u>Replacement New Condition 38</u> <p><u>Aerials and telecoms</u></p> <p>38 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without planning permission first being granted.</p> <p>Reason: To ensure that the visual impact of telecommunication equipment upon the surrounding area can be considered (Policies T10, Q6 and Q7 of the Lambeth Local Plan (2015)).</p>	<p>Yes</p>
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SECOND ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS

Page 170, New Appendix 6	<ul style="list-style-type: none">• <u>Insert Appendix 6 – The Brixton Project report</u>	No
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Community involvement in the development of Pope's Road

The Brixton Project

29/10/20



The Pope's Road planning application is viewed by large parts of the community as yet another example of top-down 'regeneration' led by the interests of capital at the expense of what citizens really need.

The process, and related arguments, is deeply divisive, and the development (especially the tower) has for many become typical of the enduring failure of meaningful community representation.

Our consultation for the community space thus far tells us in no uncertain terms that while people are conversant with 'how these things work' (and are therefore somewhat resigned to the current paradigm trade-offs), they do not like how the business of development is done.

This should be uppermost in the minds of the council elected to represent its citizens.

More positively, our consultation (even in its early manifestation) is telling us that there is significant appetite for active and positive community participation in such a process, and that there are many people with the experience, skills and willingness to make such participation happen.

This application has become a symbol of a 'Battle for Brixton', and the risk is that this battle will not go away.

There is however a very real opportunity to turn a confrontational situation into a plan for a shared future.

Brixton's town centre is at a fork in the road. The decisions made now will determine our direction of travel.



Introduction

In mid June 2020 The Brixton Project were approached by the development team to return a proposal for community management of 2000 ft² space allocated to the local community as part of the public benefits proposal attached to the application.

Our initial proposal identified that meaningful involvement from Brixton's communities should extend beyond the programming of the space to ensure that the community are able to create ownership of and influence in the manifestation of the development and its operation.

We also identified that this application and the groundswell of opinion, creates a fundamental need for community voice in wider development plans for Brixton beyond this application.

Our conclusions are now being offered independently from the applicant's strategy, and are intended to be a balanced appraisal of the situation and a solution for sustainable community involvement in this site and across future developments in Brixton. Informed by on-going community conversations and public reaction, The Brixton Project remains in the middle ground in order to offer a perspective that takes into account all aspects of this unfolding narrative, and ensure all voices are represented as they have been presented to us.



Three things are clear from the consultation thus far:

1. The application has catalysed division in the community which pits the proposed public benefit against the corrosion of values, culture and heritage. Beyond the physical aspects, the size of the building is widely felt to symbolise the disempowerment of community values.
2. The community is tired of a carrot and stick approach to planning and development that leaves local people without real access to decision-makers at a point where the full value of their local knowledge and intelligence can meaningfully contribute to the evolution of the town's key sites, spaces and amenities. Community involvement in the development of Pope's Road is frustratingly already too late in the day to for a substantial number of people to meaningfully contribute.
3. There is significant appetite for the community to take an active and positive role in the shaping of Brixton's built environment.

The Brixton Project believes that facilitation of a meaningful community influence on both this and future developments is not only necessary, but will deliver significant benefit to Brixton.



Attitudes to the Development Plan

There is strong objection to the height and mass of the building evidenced by objections on the planning portal and a petition of 6731 signees (captured 28.10.20, 14.28pm). Objectors feel the corrosion of culture and heritage at the heart of our built environment is a wholly unacceptable consequence of this plan.

We have talked to people and organisations positioned at both ends of the spectrum of opinion. Not all are resolutely 'anti-Hondo' nor 'anti-change'. The majority understand, accept and welcome progress, are pragmatic about the pressures faced by local councils, and the need for investment in jobs and opportunity.

The height and mass of the building remain the focus for objectors who feel the corrosion of culture and heritage at the heart of our built environment is a wholly unacceptable consequence of this plan.

On the other hand, it is acknowledged that the site is currently poorly utilised and delivers little to the community in its current form. There are those in favour who are focused on how best to develop the opportunities promised for young people and welcome the boost to the local economy.

The provision of jobs will be positively received – although for the community to benefit it is very strongly felt that the development must attract anchor tenants who will be truly invested in the community as a whole.



The applicant has collected in excess of 1,200 letters of support for the building.

These considerations do not however alter the view for some that the applicant should offer public benefit without caveat, and the commercial and technical strategy for the building could work harder to justify its size.

It is strongly felt that:

1. The commercial strategy appears to be focused on attracting a major anchor tenant at a time when there is little intelligence about the future of work post-COVID or sight of an alignment of the prospective tenant profile with the areas of work Brixton's people want to see.
2. In 2019 the Council declared a climate emergency. The environmental considerations for the building seem to focus on reducing costs and mitigating the environmental harm of its size rather than delivering additional environmental benefits to the local area. This is an opportunity to develop.

In this context the 2000 ft² on offer is still an intangible benefit and any suggestion of 'community programming' at best is currently considered to be lacking substance, and inconsequential to the main concerns of local people.



The Community Opportunity

'As we become more polarised in our views and challenged by the need to make rapid decisions on emerging issues, it can be hard to ensure that we listening to diverse perspectives. But research shows that embracing diversity of experience and opinions is key to better decisions and solving problems more effectively.'

NESTA, Better Collective Decisions

Our intention is to bring together a robust and organised community network based on models of community building currently emerging across the UK.

There is great appetite for a process that offers scope for the healing of division, and increases the traction between developers, citizens and their elected representatives.

A meaningful embracing of diverse opinions, harnessing the intelligence and knowledge of the community will make for better collective decisions and more cohesive local development. The trajectory of community involvement in this application suggests that the days of community 'support' being bought in piecemeal is no longer viable.

People want their experience and knowledge to be recognised and valued at the heart of the development process. They want public benefit to be shaped by local people at the outset of development plans and not used as a 'carrot or stick' lever, to force the agenda of the Council or developer.



Such a move would enable Brixton to determine (and deliver on) shared priorities through the pooling of skills, assets and resources to address shared concerns and ambitions. By truly working together local development would be by definition more equitable and sustainable – it would build Brixton’s resilience and skills into the heart of the process.



The Model

Brixton already holds a wealth of experience and knowledge in its community – and the desire for that wealth to be shared is increasing. COVID-19 is asking us all to think and behave differently, and collaborative economies will provide increasingly fertile opportunities for ideas and growth.

Our town has myriad established organisations advocating for a range of priority areas. To be truly representative we propose:

1. A non-hierarchical structure that encourages learning across difference, active participation, and dissemination and replication of successful actions.
2. The creation of a shared charter the community can own, that will deliver transparent development accountability.

We propose a Holacratic structure that fundamentally shifts the notion of ‘power’ in Brixton. We imagine the creation of a distributed network of community nodes who are able to interact with (but not be controlled by) each other. These nodes will have clear roles and responsibilities (not job titles) – and the authority to act. A central community committee will provide coordination and accountability, and will be made up of nominated representatives from the network nodes.



Such an approach will allow the community to meaningfully concentrate on and contribute to major areas of concern, including (but not restricted to):

- Well-being
- Environment
- Enterprise
- Employment
- Culture and Heritage
- Young People
- Inclusivity

The distributed nature of operation will allow diverse approaches to be utilised in an agile way. From Future Design principles to Doughnut Economics, Flatpack Democracy to Sortition, there are a wealth of innovative and complementary frameworks to encourage and enable meaningful community agency.

The Brixton Project has begun discussing this framework with community leaders, networks and local stakeholders; with both the development under scrutiny – should it be built – and the wider development plans for Brixton in mind.

We envisage the co-creation initiative as being seed-funded with Section 106 money, and while there should be an ongoing responsibility for such a levy to contribute, we also see the opportunity for support funding to be drawn from the wider community and funding bodies like Power to Change and Nesta who want to support the development of resilient and empowered communities.

If such a body is independent, innovative and has real teeth, it will be widely supported by the citizens and businesses of Brixton.



Timeline

Continuous consultation and network mapping	→ January 2021
General meeting	November 2020
Invitations to core team	Late November 2020
Priorities for Pope's Road	Mid December 2020
Draft terms	Mid December 2020
Ratify and vote	January 2021
Appoint members	January 2021
Rolling	January 2021 →



Extending the Network

“in the UK it is often seen as a much more top-down process of regeneration, whereas in other locations it is seen as a process that focuses on communities being the “expert” on public spaces in a more bottom-up approach to development. It really comes down to the intention of any development process, and who is included in the conversations around implementation. If the placemaking process really has the community at the table, and helps keep the community involved in change, and even better, empowers the community, then placemaking is off to a good start.” [Juliet Kahne](#)

The organisations we have spoken to represent a diversity of interests in Brixton from radical culture, heritage, young people, greening, enterprise and those that represent the views of local people.

Consultation in this current climate of division, and in the short time since the first committee hearing has been exceptionally difficult. This is a bitter debate that has left organisations reluctant to enter the conversation. People are emotionally triggered, distrustful of the agenda and not focused on securing accountability. It feels like the community is being proffered a Hobson’s choice where the loss of something is inevitable – values and heritage versus jobs and opportunity.

However, consultation and opening up this dialogue is ongoing. The Brixton Project have already agreed to work with established local networks to continue discussions and deliver draft Terms of Reference for co-design by the end of 2020.



The organisations we have spoken to thus far represent a diversity of interests in Brixton from radical culture, heritage, young people, greening, enterprise and those that represent the views of local people.

These include:

- 81 Acts
- We Rise
- My Spiral
- Tree Shepherd
- Brixton Society
- Urban Growth
- BruG
- Baytree Centre
- Independent Film Trust
- Brixton Neighborhood Forum
- Brixton Pound
- Remakery
- Code 7
- Brixton Neighbourhood Forum
- Brixton BID
- Restart
- Bureau of Silly Ideas
- BUD leaders



Conclusion

There is strong desire for local people to become responsible actors in shaping key decisions on how Brixton works for them – now, and in the future.

The reactivity of this situation has only served to negate the believability of the applicant's community strategy for those that oppose the building.

For all involved it has reached a level of harm to the cohesion of our community.

We are reaching the end of a very long year marked by extreme levels of uncertainty, fear and a battle for equity in our most under-represented communities. We have the memory of past developments that have failed to gain community acceptance, because there is no framework for the local voice.

This needs to change. All voices need to be heard and respected.

The Popes Road application process offers a chance to build positively on the learnings of this and previous experiences of failed attempts to involve the community in development plans. There is need now, more than ever for an innovative and sustainable framework where benefit rather than threat is evident to all in development plans; where local people are an intelligent part of the manifestation, and not simply an obstacle to navigate in securing the future of the local economy.



We have an opportunity to do things differently by forming a representative group that has genuine agency in securing a built environment that that local people can accept, feel proud of and feel part of.

What the community wants is to be involved in a process that inspires ambition for Brixton and moves us all beyond the usual attritional process of developer and council seemingly out of touch with the complex concerns of local people.

Without agency there is no bright community future for the Pope's Road development and those yet to come – in terms of the community's involvement in, ownership of and reaction to the plans.

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PLANNING APPLICATIONS COMMITTEE 3 NOVEMBER 2020

SECOND ADDENDUM: AMENDMENTS AND ADDITIONAL INFORMATION ON AGENDA ITEMS

Page Number Report Changes Decision Letter Changes

ITEM 4 19/03669/FUL 339 Norwood Road and 3 Thurlow Park Road		
Page Number	Report Changes	Decision Letter Changes
254	<p>Remove the words ‘a Transport Plan’ from condition 27 and reword condition 27 as below to confirm that an updated transport plan is not required:</p> <p><i>Prior to the occupation of the development hereby permitted, a Transport Plan and a Delivery and Servicing Management Plan (to include swept path analysis for the two blue badge parking spaces) shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the building and shall be so maintained for the duration of the development hereby permitted.</i></p> <p><i>Reason: To ensure that the development maintains and enhances community safety and to promote sustainable modes of transport and to ensure that the servicing arrangements to the building as a whole are appropriate and to limit the effects of the increase in travel movements (Policy T8 of the Lambeth Local Plan (2015) and policy T4 of the Draft London Plan.</i></p>	Yes

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