

Time Limit Expires: 16 October 2017
Application No: DC/17/102967
Delegated / Committee

Fast / Normal:
Ward: Bell
Fee Paid: £0.00

Location: STANTON SQUARE INDUSTRIAL ESTATE, 3 STANTON WAY,
LONDON, SE26 5AB

Application Dated: 14 July 2017

Agent (if any): Mr Dingle Jon Dingle Ltd

Applicant: Access Self-Storage

Proposal: The construction of a four-storey building at Stanton Square Industrial Estate, Stanton Way SE26 to provide a 8,279 sqm Self-Storage unit (Use Class B8), and 962sqm office space (B1), together with the installation of a 3 metre high security boundary fence, two sliding gates to the front, provision of 16 car-parking bays (including 2 disabled spaces) and 24 secure cycle spaces, refuse and recycling stores and associated landscaping.

Plan Nos: 001 Rev 11; 005 Rev 11; 009 Rev 11; P 010 Rev 11; P_011 Rev 11; P_012 Rev 11; P_013 Rev 12; P_030 Rev 12; P_031 Rev 12; P_SK001 Rev 01; P_040 Rev 12; Arboricultural Method Statement; Arboricultural Impact Assessment; Archaeological Desk Based Assessment; Construction and Environment Management Plan; Daylight and Sunlight Report; Ecological Appraisal; Energy And Sustainability Statement; Flood Risk Assessment Part 1; Flood Risk Assessment Part 2; Flood Risk Assessment Part 3; Noise Assessment; Transport Statement; Tree Protection Plan; Workplace Travel Plan Statement; Design And Access Statement.

Background Papers: (1) LE/215/A/TP
(2) Development Management Local Plan (adopted November 2014) and Core Strategy (adopted June 2011)

DMLP/CI Information: PTAL 3
Local Employment Location
Area of Archaeological Priority - Sydenham
Not in a Conservation Area
Not a Listed Building

Unclassified

Earliest Decision: 24/01/2018

Consultations and Replies

Notice on Site Press Notice and Press Notice

OBSERVATIONS

Property/Site Description

The application site is located within an 'island' site that lies between Sydenham Road to the west, Stanton Way to the south and Southend Lane to the north and east, and forms part of the Stanton Square Industrial Estate. The site was formerly occupied by 2-storey buildings measuring 2129 sq.metres, roughly half the size of the entire site, however the buildings were demolished in 2009, and the site has since remained vacant.

The remainder of the island includes St Michael's House which provides temporary hostel accommodation for up to 23 persons, a scaffolding yard, a workshop fronting Southend Lane and a public house to the north west corner. The surrounding area comprises a range of uses, including dwelling-houses to the south, Haseltine Primary School on the opposite side of Stanton Way, commercial activity to the west, and Sainsburys to the north.

The site falls within the Local Employment Locations (LEL) and Area of Archaeological Priority designations.

The application site is surrounded by a busy gyratory - Stanton Way is a four lane highway heading in a westerly direction towards Sydenham Road, whilst Southend Lane is a 3 lane highway leading to the east. The PTAL rating is 3, where on a scale of 1-6, 6 is excellent.

Planning History

In 2008, permission was granted for the demolition of two buildings on the site of Stanton Square Industrial Estate, Stanton Way SE26 and the construction of a four storey, L-shaped building, incorporating fascia translucent panel with illuminated blue LED lighting to the top floor around the building, to provide self storage (Use Class B8), (floor area 8897m²) with office facilities (Use Class B1), (floor area 530m²), together with the installation of four metre high boundary fencing and gate to the front, with lights on the perimeters facing downwards and the provision of associated landscaping, bicycle/bin stores and 16 car parking spaces, including 2 for use by the disabled.

Demolition and foundation works commenced in 2009, however no further construction was undertaken.

In 2011, an application was submitted seeking to address a standard condition in the 2008 consent which stated; 'The development to which this permission relates must be begun no later than the expiration of three years beginning with the date on which this permission is granted.'

Whilst uncommon for such a condition to be formally discharged, Legal officers found no legislation that prohibited such an application being made. The agent advised that the developer required a formal and binding response that acknowledged works had commenced on site within the 3 year period.

Officers considered the digging of trenches was a material operation, representing the commencement of the planning permission, according to s56 of the 1990 TCPA. The condition was therefore discharged.

June 2016: Permission granted for the construction of a builders merchants warehouse (Use Class B8) (1200m²) with a mezzanine floor (428m²) to provide ancillary office/ staff facilities, a trade area, a covered loading bay at the rear of Stanton Square Industrial Estate, together with the creation of a new vehicular access onto Stanton Way, the provision of 17 parking (including 1 disabled) and 6 cycle spaces, installation of a 3m high security boundary fence, 2 sliding gates to the front, refuse and recycling stores and associated

landscaping.

Present Application

The current application proposes the construction of a 4-storey self-storage building (Use Class B8) (8,279m²), together with office units on the first and second floors (962m²).

The storage element would be accessible between 7am - 11pm 7 days a week, employing up to 4 full and part-time members of staff.

SME offices would be accommodated on the first and second floors of the building, which could provide floorspace for up to 60 workers.

A 3m high security metal boundary fence would be erected to all boundaries, and two sliding gates to the vehicular accessways.

A loading bay area would be located to the front of the building.

The site would be accessed from Stanton Way, with a separate exit to the west. The site would accommodate 16 car parking spaces, (including 2 disabled bays) and 24 cycle spaces to the side. Three of the parking bays would provide electric recharging points.

Landscaping measures would include the laying of a hard surface, and the felling of 3 existing trees (non TPO).

The arrangement of each floor is as follows:

Ground floor:

The entrance and reception areas would be located within the southern area of the building fronting Stanton Way. The remainder of the ground floor would be afforded to the self storage unit, loading bay, storage reception room and staff rooms.

First & Second Floors:

The serviced office accommodation is located on the first and second floors. These are orientated to the south, to provide daylight and outlook for the occupants, and to provide animation to the primary elevation facing Stanton Way. A service spine of circulation and service spaces would create a buffer to the offices from the remaining footprint of storage facility, with an overall footprint of approximately 2,375 sq m.

Third Floor:

The third floor is fully occupied by the storage facility, with an overall footprint of 2,375sq.m.

Consultations

No local response.

Policy Context

Introduction

Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:-

the provisions of the development plan, so far as material to the application,
any local finance considerations, so far as material to the application, and

any other material considerations.

A local finance consideration means:

a grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown, or

sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy (CIL)

Section 38(6) of the Planning and Compulsory Purchase Act (2004) makes it clear that 'if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise'. The development plan for Lewisham comprises the Core Strategy, the Development Management Local Plan, the Site Allocations Local Plan and the Lewisham Town Centre Local Plan, and the London Plan. The NPPF does not change the legal status of the development plan.

National Planning Policy Framework

The NPPF was published on 27 March 2012 and is a material consideration in the determination of planning applications. It contains at paragraph 14, a 'presumption in favour of sustainable development'. Annex 1 of the NPPF provides guidance on implementation of the NPPF. In summary, this states in paragraph 211, that policies in the development plan should not be considered out of date just because they were adopted prior to the publication of the NPPF. At paragraphs 214 and 215 guidance is given on the weight to be given to policies in the development plan. As the NPPF is now more than 12 months old paragraph 215 comes into effect. This states in part that '...due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)'.

Officers have reviewed the Core Strategy for consistency with the NPPF and consider there is no issue of significant conflict. As such, full weight can be given to these policies in the decision making process in accordance with paragraphs 211, and 215 of the NPPF.

Other National Guidance

On 6 March 2014, DCLG launched the National Planning Practice Guidance (NPPG) resource. This replaced a number of planning practice guidance documents.

London Plan (2016)

The policies relevant to this application are:

Policy 3.16 Protection and enhancement of social infrastructure
Policy 4.1 Developing London's economy
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.11 Green roofs and development site environs
Policy 5.13 Sustainable drainage
Policy 5.18 Construction, excavation and demolition waste
Policy 5.21 Contaminated land
Policy 6.3 Assessing effects of development on transport capacity
Policy 6.7 Better streets and surface transport
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.11 Smoothing traffic flow and tackling congestion

Policy 6.12 Road network capacity
Policy 6.13 Parking
Policy 7.1 Building London's neighbourhoods and communities
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public Realm
Policy 7.6 Architecture
Policy 7.8 Heritage and assets and archaeology
Policy 7.14 Improving air quality
Policy 7.15 Reducing noise and enhancing soundscapes
Policy 7.19 Biodiversity and access to nature
Policy 8.2 Planning obligations
Policy 8.3 Community infrastructure levy

Core Strategy

The Core Strategy was adopted by the Council at its meeting on 29 June 2011. The Core Strategy, together with the Site Allocations, the Lewisham Town Centre Local Plan, the Development Management Local Plan and the London Plan is the borough's statutory development plan. The following lists the relevant strategic objectives, spatial policies and cross cutting policies from the Lewisham Core Strategy as they relate to this application:

Core Strategy Policy 3 Strategic Industrial Locations and Local Employment Locations
Core Strategy Policy 8 Sustainable design and constructions and energy efficiency
Core Strategy Policy 14 Sustainable movement and transport
Core Strategy Policy 15 High quality design for Lewisham

Development Management Local Plan

The Development Management Local Plan was adopted by the Council at its meeting on 26 November 2014. The Development Management Local Plan, together with the Site Allocations, the Lewisham Town Centre Local Plan, the Core Strategy and the London Plan is the borough's statutory development plan. The following lists the relevant policies from the Development Management Local Plan as they relate to this application:

The following policies are considered relevant to this application:

DM Policy 1 Presumption in favour of sustainable development
DM Policy 10 Local Employment Locations (LEL)
DM Policy 22 Sustainable design and construction
DM Policy 23 Air quality
DM Policy 26 Noise and vibration
DM Policy 27 Lighting
DM Policy 28 Contaminated land
DM Policy 29 Car parking
DM Policy 30 Urban design and local character
DM Policy 37 Non designated heritage assets including locally listed buildings, areas of special local character and areas of archaeological interest

Planning Considerations

The main issues to consider include the principle of developing the site for employment use, the scale and appearance of the proposed building, the level of impact upon neighbouring occupiers, highways matters, sustainability, external lighting and landscaping.

Principle of the Proposal

The site falls within the Local Employment Locations (LEL) designation. DM Policy 10 of the adopted Development Management Local Plan (2014) states that the Council will support uses within the B use class and appropriate sui generis uses, subject to:

- a. the use being appropriate in the location in relation to the surrounding built context;
- b. the intensity of the use; and
- c. the new use meeting the aims in the Core Strategy Policy 3.

The policy continues to advise that 'permission for self-storage facilities, and larger scale storage facilities and warehouses (Use Class B8) will not be granted unless part of the development re-provides the floorspace for small and medium enterprises in line with Core Strategy Policy 3.'

Whilst Core Strategy Policy 3 supports the principle of B8 use, it identifies the need for LELs to comprise 'better quality purpose built small industrial/ workshop units, which is identified in the Lewisham Employment Lands Study (ELS).'

As addressed earlier in this report, an extant permission (DC/08/70032) is currently in place following the grant of consent in 2008 for the construction of a self-storage (B8) building on the site. Works commenced in 2009 but subsequently stalled, and the site has been vacant since. On 19 January 2012, an application to discharge the 'Standard Condition' relating to the planning permission dated 28 November 2008 was formerly discharged. The Condition required that;

'The development to which this permission relates must be begun no later than the expiration of three years beginning with the date on which this permission is granted.'

The developer required a formal and binding response that confirmed works had commenced on site within the specified 3 year period. 'Demolition' formed part of the 2008 consent, and such works were undertaken in full in 2009.

Trenches had also been formed that related to foundation works, and were considered to be a material operation that confirmed the commencement of the planning consent, in accordance with s56 of the 1990 Town and Country Planning Act.

In the years that have since passed, the site has remained vacant, and the trenches are completely covered over.

The applicant was advised at pre-application stage that the principle of a self-storage development would remain appropriate for this site, and that there would be an expectation for the provision of smaller office units that meets with the aspirations of DM Policy 10 (part 2), which states:

- *Permission for self-storage facilities, and larger scale storage facilities and warehouses (Use Class B8) will not be granted unless part of the development re-provides the floorspace for Small and Medium Enterprises in line with Core Strategy Policy 3 which*

protects Local Employment Locations for a range of business uses.

Subsequently, the scheme would provide office space for up to 60 workers. The offices would be owned and operated by Access, and let out as small units on a serviced office basis, with tenants signing up for a minimum period of 1 month, or on a more long term basis. The agent has advised that Access have a very large portfolio of offices, usually in association with their self-storage facilities which experiences high demand, and they would commence advertising of the space shortly after building works start on site.

It is considered appropriate that a condition be included that requires the submission of the following information relating to the office units;

- Evidence of the undertaking of marketing procedures of the SME office units prior to first use of the building hereby granted;
- Within 6 months of the commencement of use, occupancy details of the SME office units shall be submitted;

In summary, it is acknowledged that the island site is largely in use for employment purposes, and the proposed self-storage building and SME units would therefore be an appropriate use of the site, compatible with the existing uses, and the aspirations for LEL designated sites.

Design and Scale

Paragraph 63 of the National Planning Policy Framework states that 'in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area'. Paragraph 64 states that 'permission should be refused for development of poor design that fails to take the opportunities for improving the character and quality of an area and the way it functions'.

London Plan Policy 7.4 states that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. High quality design requires that the development, amongst other things, is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings and allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area.

Core Strategy Policy 15 states that for all development the Council will apply national and regional policy and guidance to ensure highest quality design and the protection or enhancement of the historic and natural environment, which is sustainable, accessible to all, optimises the potential of sites and is sensitive to the local context and responds to local character.

The development proposes a 4-storey rectangular shaped building located centrally within the site, set back a sufficient distance from Stanton Way (ranging between 11 and 29 metres). The siting of the building would allow for customer parking to the front and side, in addition to servicing/ deliveries.

The design of the building would be simple, typical of a light industrial type building, and would appear in context with the surrounding buildings. The proposed height and footprint would be comparable with the 2008 scheme, which was also 4-storeys.

In terms of facing materials, the building would be clad in grey coloured vertical and blue horizontal panels. The front elevation would incorporate extensive glazing to provide an active frontage, whilst the other elevations would be mostly clad with minimal fenestration. The use of cladding is considered to be appropriate for the industrial context of the site, which was established at pre-application stage, however to ensure the design quality of these materials, a condition will be included requiring the presentation of material samples on site to the Council for approval, prior to the commencement of above ground works.

The scheme was discussed with Design officers at pre-application stage, and no objections were raised to the proposed scale, appearance and language of the building, considering it to be appropriate for a self-storage use.

In addition to the main building, a 3m high security metal boundary fence would be erected to all boundaries, replacing poor quality 1.8m high timber fencing, and two metal sliding gates to the vehicular accessways. Whilst further elevation plans are required, the principle of such boundary treatment is considered appropriate.

In summary, officers consider the proposed building to be acceptable in scale and appearance, appropriate for this site, and would not impact detrimentally upon the character of the public realm, subject to appropriate facing materials. Whilst the rear of the building would be visible from some points to the north, including Bell Green, it would not be harmful to the character of the area, being partially screened by the existing buildings around the perimeter to the north of the Stanton Square site.

Impact upon Neighbouring Occupiers

One of the core planning principles identified at paragraph 17 of the NPPF is that planning should always seek to secure good standard of amenity for all existing and future occupants of land and buildings.

London Plan Policy 7.6 requires that development does not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy and overshadowing. DM Policy 33 Infill, backland, back garden and amenity area development, requires such development to give rise to no loss of privacy, amenity and security for adjoining houses and rear gardens.

The site lies a sufficient distance away from neighbouring dwelling-houses to the south so not to impact upon their visual amenities. Haseltine Road dwellings lie approximately 60 metres away from the site, and therefore would suffer no direct impact. St. Michael's House is a residential building providing sheltered accommodation that lies approximately 20 metres to the west of the proposed building - whilst some residents overlook the site, officers are satisfied the height of the building would not impact significantly upon their amenities, assisted by the distance.

To the north-west of the site is the Bell Public House and associated grounds. The building lies 14 metres from the boundary, and 22 metres from where the new building would be located. The external space to the rear of the pub is comprised of a car-park and overgrown soft landscaped area. Officers are satisfied the development and new fencing would result in no significant harm to The Bell.

The commercial workshop directly to the north of the application site is single-storey, with only one rear elevation window, which appears to be frosted. It is not considered that the proposed building would compromise the operation or amenities of the existing.

To the west of the site is a commercial building fronting Bell Green, with upper floor residential use that looks towards the application site. Again officers are satisfied the distance to the proposed building would be sufficient to avoid any detrimental harm.

A Daylight & Sunlight Report has been submitted, and concludes that neighbouring properties would not be adversely harmed by the development, however it does advise that with regard to 69 Bell Green, the one isolated window that falls below the BRE target under the VSC assessment does so marginally, retaining 0.7 times its former value and the room this window serves shows no loss under the NSC assessment, and as such, the proposal would be in line with the intentions of the BRE criteria.

It is not considered that vehicular movement associated with the proposal would be detrimental upon neighbouring residential amenity, with trips likely not to be excessive - 70 customer trips a day forecast regarding the self-storage, whilst large deliveries would be infrequent.

The submission indicates the provision of light posts, however at this stage, there is no information about the extent of external lighting or lux details. A condition will require the submission of further information to ensure the amenities of residents are safeguarded, in accordance with CIBSE standards.

It is considered that the hours of operation - 7am - 11pm, 7 days a week would be appropriate, with the majority of activity being within the building. It is acknowledged that the surrounding highways are particularly busy, and that any subsequent noise from the proposal would be unlikely to be any greater than the already prevalent background vehicular noise.

Notwithstanding this, appropriate conditions to protect residential amenity including restricting the use of the industrial unit to the proposed B8 self-storage use, prohibiting the process or use of machinery that would be of detriment to the amenity of residents by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit, prohibiting the playing of amplified music and sound outside, and restricting delivery hours, will be enforced.

With these conditions in place, the Council is satisfied that the proposed development would not adversely impact upon the amenities of neighbouring occupiers.

Transport

Paragraph 32 of the NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether;

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and

- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Core Strategy Policy 14 'Sustainable movement and transport' supports government policy and guidance which promotes more sustainable transport choices through walking, cycling and public transport, adopting a restricted approach on parking to aid the promotion of sustainable transport and ensuring all new and existing development of a certain size have travel plans.

Policy 6.3 sets out that development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

The accompanying transport statement advises that access into the site would remain from Stanton Way, with the formation of a separate exit point back onto the highway. It details that the office element of the development would be expected to accommodate up to 60 employees. For assessment purposes, if half of the office workers were to arrive at the site during the typical morning peak hour period and depart during the evening peak hour period, the current proposal would result in an additional 13 trips during peak times. The submission also confirms that in regard to the self-storage use, the TRICs data indicates 140 trips per day, so 70 customers in total.

The statement advises that a 10 metre rigid HGV would be able to access the site and reverse onto the unloading bays provided. Analysis has also been undertaken to demonstrate that a 16.5m articulated lorry can access the site and stop adjacent to the unloading bays.

Further information regarding servicing and deliveries will be required by condition.

Vehicle/ Cycle Parking

The PTAL for the area is 3, with moderate provision of public transport. A number of bus routes operate within the immediate area, whilst Lower Sydenham train station lies within a short walking distance.

Paragraph 6A.7 of the London Plan specifies that: "Standards for B2 and B8 employment uses should have regard to the B1 standards, although a degree of flexibility may be required to reflect the trip generating characteristics". In addition, paragraph 6A.5 of the London Plan, states: "Parking for commercial vehicles should be provided at a maximum standard of one space per 500 sq.m of gross B2 or B8 floorspace". In this case, 15no spaces would be afforded to the self-storage element, which would satisfy the policy requirement.

In regard to the proposed B1 office element, Table 6.2 of the London Plan Parking Addendum identifies maximum parking standards for employment uses and states that for B1 employment uses within inner London boroughs, a maximum non-operational parking provision of between 1 space per 600 square metres Gross External Area (GEA) and 1 space per 1,000 square metres GEA can be provided. In this case, there would be 962m² office floorspace, therefore the one space proposed would be acceptable.

With regard to disabled parking provision, the London Plan states that: "Non-residential elements of a development should provide at least one accessible on or off street parking bay designated for Blue Badge holders, even if no general parking is provided. Any development providing off-street parking should provide at least two designated off street parking bays for Blue Badge holders." The scheme proposes two disabled bays, which would be acceptable.

In regard to cycling, 24 secure cycle spaces for the office users would be provided to the eastern side of the building. Whilst the provision would be acceptable, it is not confirmed whether they would be sheltered. The Council would expect a dry and secure cycle parking area, therefore a condition will require the submission of relevant details.

The Council's Highways officer was involved during the pre-application discussions, and is satisfied that the proposal adheres to the advice given at that stage. TfL have raised no objections.

Travel Plan

The application advises that up to 4 members of staff would be employed within the self-storage element, whilst the offices would be capable of providing space for up to 60 employees. A Workplace Travel Plan Statement has been submitted that sets out initial measures to ensure employers and employees would be aware of sustainable modes of transport to the workplace. A condition will request the formal submission of a travel plan.

Refuse Storage

An internal refuse store would be located to the front area of the building, however details of the size of bins that would be accommodated, neither bin collection arrangements have been provided. A condition will require further information.

Environmental impact and sustainability

Noise

A noise report has been submitted, which advises that unloading of vans will usually be undertaken inside the building - any vans visiting the site at night would be unloaded inside the building with doors closed. The occasional HGV visiting the site during the day would be unloaded outside using electric forklift trucks. The arrival and departure of vehicles from the site would be no different in character than that from traffic on the road network.

The small number of a/c units to be included would be unlikely to have any adverse impact on the amenity of neighbours.

The Council's Environmental Health officer has considered the proposed development and raised no concerns in relation to potential noise impacts, subject to appropriate conditions.

Flooding and drainage

Further information in regard to a drainage strategy will be required by condition, demonstrating accordance with Policies 5.12 Flood risk management and 5.13 Sustainable drainage in the London Plan (2016).

Landscaping & Trees

The submission is limited in respect of hard and soft landscaping details, referring to 'concrete' around the building, and 'vegetation' in various places. A condition will require the submission of further information.

Three low quality trees upon the site (2x Common Lime to the southern boundary and a Sycamore to the west) would be felled. The three remaining trees, including a Sycamore, London Plane and a Poplar would be retained, however they would be subject to crown works.

The application is supported by an arboricultural report and method statement, which sets out the root protection area of the remaining trees, and how they would be safeguarded during construction works. Subsequently, no objections are raised to the proposed tree works.

Contamination

The proposal is for the redevelopment of an existing industrial site and as such there is a potential for contaminated material to be encountered during construction. Officers therefore recommend that a condition requiring the applicant to undertake a desk top study and site assessment to characterise the nature and extent of contamination on site (if any), prepare a site investigation report and remedial action plan (if deemed necessary), prior to the commencement of development (other than demolition of existing buildings) on the site.

Sustainability and Energy

Core Strategy Policy 8 Sustainable Design and Construction and Energy Efficiency of requires that all major non-residential development should reach a minimum BREEAM 'Excellent' standard. Failure to meet this standard requires the applicant to explain why the 'Excellent' rating cannot be achieved.

The application is supported by a BREEAM Pre-Assessment Sustainability Report which found that requiring the development to achieve a BREEAM 'Excellent' rating would be difficult due to the nature of proposed use, and the warehouse style layout of the self-storage element, therefore a 'Very Good' rating would be achieved. The applicant has advised that self-storage has never achieved anything higher than very good, principally because it is such a simple use and uses so little energy; therefore there are few opportunities for scoring the necessary points to achieve Excellent.

London Plan Policy 5.2 requires that such a development should achieve a minimum of 40% reduction in carbon dioxide emissions against the 2010 Building Regulation standards. It is now established that a 35% reduction against 2013 standards should be sought. In this case, the Energy Statement proposes only a 15.9% reduction, therefore the applicant has agreed to an off-site in-lieu payment of £16k, to be secured by a Unilateral Undertaking.

70no. solar panels would be installed to the flat roof of the building - whilst acceptable in principle, further details in respect of siting and appearance will be requested by condition.

Air Quality

London Plan Policy 7.14 states that development proposals should;

- a. minimise increased exposure to existing poor air quality and make provision to address local problems of air quality.
- b. promote sustainable design and construction to reduce emissions from the demolition and construction of buildings following best practice guidance.
- c. be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality.

An air quality assessment has been submitted, and it concludes that the proposal would not significantly increase traffic once operational and therefore there would be no significant air quality impact. A Workplace Travel Plan Statement has been prepared which identifies the sustainable travel options available to future users of the development. The results of the air quality neutral assessment confirm that the total emissions from the proposed development

would be below the combined Benchmark value, and therefore air quality neutral.

The Council's Environmental Health officer has reviewed the submission and agrees with the conclusions. Subsequently, no objections are raised.

Signage

An informative will advise that the provision of any illuminated signage to the elevations of the building and around the site would be subject to a separate adverts planning application.

CIL

The development would be CIL liable.

Planning Obligations

The NPPF states that in dealing with planning applications, LPAs should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. It further states that where obligations are being sought or revised, LPAs should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. The NPPF also sets out that planning obligations should only be secured when they meet the following tests:

- a) Necessary to make the development acceptable;
- b) Directly related to the development; and
- c) Fairly and reasonably related in scale and kind to the development.

Paragraph 122 of the Community Infrastructure Levy Regulations (April 2010) puts the above three tests on a statutory basis, making it illegal to secure a planning obligation unless it meets the three tests.

In this case, the applicant has submitted a Unilateral Undertaking which includes an off-site CO2 contribution of £16,474.

Conclusion

The proposed development would significantly improve the condition and appearance of the vacant site, respecting the character of the LEL designation of the site. The new building would respond to the needs of local market demand and the occupiers in terms of size and layout, which is likely to result in significant benefits in terms of supporting the provision of jobs and the local economy over the long-term. Officers are satisfied the development and associated works would result in no adverse harm upon the amenities of neighbouring occupiers, whilst sufficient on-site parking would be provided.

In view of this, the application is recommended for approval.

RECOMMENDATION: GRANT PERMISSION, subject to the completion of a Unilateral Undertaking, and the following conditions:

Conditions

1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which the permission is granted.

Reason: As required by Section 91 of the Town and Country Planning Act 1990.

2. The development shall be carried out strictly in accordance with the application plans, drawings and documents hereby approved and as detailed below:

~~001 Rev 11; 005 Rev 11; 009 Rev 11; P_010 Rev 11; P_011 Rev 11; P_012 Rev 11; P_013 Rev 12; P_030 Rev 12; P_031 Rev 12; P_SK001 Rev 01; P_040 Rev 12; Arboricultural Method Statement; Arboricultural Impact Assessment; Archaeological Desk-Based Assessment; Construction and Environment Management Plan; Daylight and Sunlight Report; Ecological Appraisal; Energy And Sustainability Statement; Flood Risk Assessment Part 1; Flood Risk Assessment Part 2; Flood Risk Assessment Part 3; Noise Assessment; Transport Statement; Tree Protection Plan; Workplace Travel Plan Statement; Design And Access Statement.~~

Reason: To ensure that the development is carried out in accordance with the approved documents, plans and drawings submitted with the application and is acceptable to the local planning authority.

3. No development shall commence on site until the developer has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation, which has been submitted to and approved in writing by the local planning authority.

Reason: To ensure adequate access for archaeological investigations in compliance with Policies 15 'High quality design for Lewisham' and 16 'Conservation areas, heritage assets and the historic environment' of the Core Strategy (June 2011) and Policy 7.8 'Heritage assets and archaeology' of the London Plan (2016)

4. (i) No development shall commence on site until a local labour strategy has been submitted to and approved in writing by the local planning authority. The strategy shall include (but is not limited to):
 - (a) Proposals to achieve a target of fifty per cent (50%) local people and local businesses as employees contractors and sub-contractors during the construction of the Development.
 - (b) A commitment to working with the local planning authority's local labour and business coordinator.
 - (c) Routes to employment, including direct access to employment opportunities at the development and addressing wider barriers to employment.
 - (d) Early warnings within the local planning authority's area of contracts to be let at the development.
 - (e) The number and type of jobs to be created and the skill requirements in relation to those jobs.
 - (f) Recommended training routes to secure jobs.
 - (g) Proposals to encourage diversity in the workforce.

- (h) Measures to encourage local businesses to apply for work in relation to the development.
- (i) Training opportunities and employment advice or programmes and employment and training brokerage arrangements.
- (j) Provision of opportunities for modern apprenticeships including the number and type of apprenticeships available.
- (k) Provision of opportunities for school leavers, older people and those who have been out of work for a long period.
- (l) Provision of work experience for local people during the construction of the development including the number of weeks available and associated trades.
- (m) Provision of childcare and employee assistance to improve working environments.
- (n) Interview arrangements for jobs.
- (o) Arrangements for working with schools and colleges.
- (p) Measures to encourage local people into end use jobs.
- (q) Targets for monitoring the effectiveness of the strategy including but not limited to the submission of monitoring information to the local planning authority on a monthly basis giving details of:-
 - The percentage of the on-site workforce which are drawn from persons whose normal residence is within the Lewisham borough.
 - Social and demographic information of all contractors, sub contractors, agents, and employers engaged to undertake the construction of the development.
 - Number of days of work experience provided.
 - Number of apprenticeships provided.
- (ii) The strategy approved by the local planning authority under part (i) shall be implemented in its entirety and distributed to all contractors, sub-contractors, agents and employers engaged in the construction of the development.
- (iii) Within three months of development commencing and quarterly thereafter until the development is complete, evidence shall be submitted to demonstrate compliance with the approved strategy and monitoring information submitted to the local planning authority in writing, giving the social and demographic information of all contractors, sub-contractors, agents and employers engaged to undertake the construction of the development.

Reason: In order that the local planning authority may be satisfied that the development makes appropriate provision for local labour and delivers jobs to supports sustainable development in accordance with the National Planning Policy Framework (2012) and to comply with Core Strategy Policy 21 'Planning Obligations' in the Core Strategy (2011).

5. No development shall commence on site until such time as a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The plan shall cover:-
 - (a) Dust mitigation measures.

- (b) The location and operation of plant and wheel washing facilities
- (c) Details of best practical measures to be employed to mitigate noise and vibration arising out of the construction process
- (d) Details of construction traffic movements including cumulative impacts which shall demonstrate the following:-
 - (i) Rationalise travel and traffic routes to and from the site.
 - (ii) Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction related activity.
 - (iii) Measures to deal with safe pedestrian movement.
- (e) Security Management (to minimise risks to unauthorised personnel).
- (f) Details of the training of site operatives to follow the Construction Management Plan requirements.

Reason: In order that the local planning authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply with Policy 5.3 'Sustainable design and construction', Policy 6.3 'Assessing effects of development on transport capacity' and Policy 7.14 'Improving air quality' of the London Plan (2016).

6. (a) No development shall commence until each of the following have been complied with:-
 - (i) A desk top study and site assessment to survey and characterise the nature and extent of contamination and its effect (whether on or off-site) and a conceptual site model have been submitted to and approved in writing by the local planning authority.
 - (ii) A site investigation report to characterise and risk assess the site which shall include the gas, hydrological and contamination status, specifying rationale; and recommendations for treatment for contamination encountered (whether by remedial works or not) has been submitted to and approved in writing by the Council.
 - (iii) The required remediation scheme implemented in full.
- (b) If during any works on the site, contamination is encountered which has not previously been identified ("the new contamination") the Council shall be notified immediately and the terms of paragraph (a), shall apply to the new contamination. No further works shall take place on that part of the site or adjacent areas affected, until the requirements of paragraph (a) have been complied with in relation to the new contamination.
- (c) The development shall not be occupied until a closure report has been submitted to and approved in writing by the Council.

This shall include verification of all measures, or treatments as required in (Section (a) i & ii) and relevant correspondence (including other regulating authorities and stakeholders involved with the remediation works) to verify compliance requirements, necessary for the remediation of the site have been implemented in full.

The closure report shall include verification details of both the remediation and post-remediation sampling/works, carried out (including waste materials removed from the site); and before placement of any soil/materials is undertaken on site, all imported or reused soil material must conform to current

soil quality requirements as agreed by the authority. Inherent to the above, is the provision of any required documentation, certification and monitoring, to facilitate condition requirements.

Reason: To ensure that the local planning authority may be satisfied that potential site contamination is identified and remedied in view of the historical use(s) of the site, which may have included industrial processes and to comply with DM Policy 28 'Contaminated Land' of the Development Management Local Plan (November 2014).

7. (a) The rating level of the noise emitted from fixed plant on the site shall be 5dB below the existing background level at any time. The noise levels shall be determined at the façade of any noise sensitive property. The measurements and assessments shall be made according to BS4142:2014.
- (b) No development beyond piling shall not commence until details of a scheme complying with paragraph (a) of this condition have been submitted to and approved in writing by the local planning authority.
- (c) The development shall not be occupied until the scheme approved pursuant to paragraph (b) of this condition has been implemented in its entirety. Thereafter the scheme shall be maintained in perpetuity.

Reason: To safeguard the amenities of the adjoining premises and the area generally and to comply with DM Policy 26 'Noise and vibration' of the Development Management Local Plan (November 2014).

8. (a) The building hereby approved shall achieve a minimum BREEAM Rating of 'Very Good'.
- (b) No development beyond piling shall commence until a Design Stage Certificate for the building (prepared by a Building Research Establishment qualified Assessor) has been submitted to and approved in writing by the local planning authority to demonstrate compliance with part (a).
- (c) Within 3 months of occupation of the building, evidence shall be submitted in the form of a Post Construction Certificate (prepared by a Building Research Establishment qualified Assessor) to demonstrate full compliance with part (a).

Reason: To comply with Policies 5.1 'Climate change and mitigation', 5.2 'Minimising carbon dioxide emissions', 5.3 'Sustainable design and construction', 5.7 'Renewable energy', 5.15 'Water use and supplies' in the London Plan (2016) and Core Strategy Policy 7 'Climate change and adapting to the effects', and Core Strategy Policy 8 'Sustainable design and construction and energy efficiency' (2011).

9. (a) No development beyond piling shall commence on site until a scheme for surface water management, including specifications of the surface treatments and sustainable urban drainage solutions, has been submitted to and approved in writing by the local planning authority.
- (b) The development shall be carried out in accordance with the approved scheme and thereafter the approved scheme is to be retained in accordance with the details approved therein.

Reason: To prevent the increased risk of flooding and to improve water quality in accordance with Policies 5.12 'Flood risk management' and 5.13 'Sustainable drainage' in the London Plan (2016) and Objective 6 'Flood risk reduction and water management' and Core Strategy Policy 10: 'Managing and reducing the risk of flooding' (2011).

10. No development shall commence beyond piling until a detailed schedule and/ or presentation on-site of a sample board of facing materials to be used on the building have been approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the local planning authority may be satisfied as to the external appearance of the building and to comply with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and Development Management Local Plan (November 2014) DM Policy 30 Urban design and local character.

11. (a) No development beyond piling shall commence on site until plans (1:50) and details showing the physical fit out of the SME offices hereby approved have been submitted to and approved in writing by the local planning authority.
- (b) The development shall be constructed in full accordance with the approved details.

Reason: To ensure that the fit-out of the units is sufficient to ensure that they are an attractive and commercially viable option and to demonstrate the developers commitment to delivering the commercial units as part of this development in accordance with Core Strategy Policy 3 Strategic Industrial Locations and Local Employment Locations (June 2011) and DM Policy 10 Local Employment Locations of the Development Management Local Plan (2014).

12. (a) No development beyond piling shall commence on site until details of proposals for the storage of refuse and recycling facilities for the development hereby approved, have been submitted to and approved in writing by the local planning authority.
- (b) The facilities as approved under part (a) shall be provided in full prior to occupation of the development and shall thereafter be permanently retained and maintained.

Reason: In order that the local planning authority may be satisfied with the provisions for recycling facilities and refuse storage in the interest of safeguarding the amenities of neighbouring occupiers and the area in general, in compliance with Development Management Local Plan (November 2014) DM Policy 30 'Urban design and local character' and Core Strategy Policy 13 'Addressing Lewisham waste management requirements' (2011).

13. (a) A minimum of 24 secure and dry cycle parking spaces shall be provided within the development as indicated on the plans hereby approved.
- (b) No development beyond piling shall commence on site until the full details of the cycle parking facilities have been submitted to and approved in writing by the local planning authority.
- (c) All cycle parking spaces shall be provided and made available for use prior to occupation of the development and maintained thereafter.

Reason: In order to ensure adequate provision for cycle parking and to comply with Policy 14: 'Sustainable movement and transport' of the Core Strategy (2011).

14. (a) No development beyond piling shall commence on site until drawings showing hard landscaping of any part of the site not occupied by buildings (including details of the permeability of hard surfaces) have been submitted to and approved in writing by the local planning authority.
- (b) All hard landscaping works which form part of the approved scheme under part (a) shall be completed prior to occupation of the development.

Reason: In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Policies 5.12 'Flood risk management' and 5.13 'Sustainable Drainage' in the London Plan (2016), Policy 15 'High quality design for Lewisham' of the Core Strategy (June 2011) and Development Management Local Plan (November 2014) Policy 25 'Landscaping and trees', and DM Policy 30 'Urban design and local character'.

15. (a) A scheme of soft landscaping and details of the management and maintenance of the landscaping for a period of five years shall be submitted to and approved in writing by the local planning authority prior to construction of the above ground works.
- (b) All planting, seeding or turfing shall be carried out in the first planting and seeding seasons following the completion of the development, in accordance with the approved scheme under part (a). Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

Reason: In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Core Strategy Policy 12 'Open space and environmental assets', Policy 15 'High quality design' for Lewisham of the Core Strategy (June 2011), and DM Policy 25 'Landscaping and trees' and DM Policy 30 'Urban design and local character' of the Development Management Local Plan (November 2014).

16. (a) Details of the proposed boundary treatments shall be submitted to and approved in writing by the local planning authority prior to construction of the above ground works.
- (b) The approved boundary treatments shall be implemented prior to occupation of the building and retained in perpetuity.

Reason: To ensure that the boundary treatment is of adequate design in the interests of visual and residential amenity and to comply with Policy 15 'High quality design' for Lewisham of the Core Strategy (June 2011) and DM Policy 30 'Urban design and local character' of the Development Management Local Plan (November 2014).

17. (a) Prior to occupation of the development a scheme for any external lighting that is to be installed at the site, including measures to prevent light spillage shall be submitted to and approved in writing by the local planning authority.
- (b) Any such external lighting as approved under part (a) shall be installed in accordance with the approved drawings and such directional hoods shall be retained permanently.
- (c) The applicant should demonstrate that the proposed lighting is the minimum needed for security and working purposes and that the proposals minimise pollution from glare and spillage.

Reason: In order that the local planning authority may be satisfied that the lighting is installed and maintained in a manner which will minimise possible light pollution to the night sky and neighbouring properties and to comply with DM Policy 27 'Lighting' of the Development Management Local Plan (November 2014).

18. (a) No part of the development hereby approved shall be occupied until such time as a user's Travel Plan, in accordance with Transport for London's document 'Travel Planning for New Development in London' has been submitted to and approved in writing by the local planning authority. The development shall operate in full accordance with all measures identified within the Travel Plan from first occupation.
- (b) The Travel Plan shall specify initiatives to be implemented by the development to encourage access to and from the site by a variety of non-car means, shall set targets and shall specify a monitoring and review mechanism to ensure compliance with the Travel Plan objectives.
- (c) Within the timeframe specified by (a) and (b), evidence shall be submitted to demonstrate compliance with the monitoring and review mechanisms agreed under parts (a) and (b).

Reason: In order that both the local planning authority may be satisfied as to the practicality, viability and sustainability of the Travel Plan for the site and to comply with Policy 14 'Sustainable movement and transport' of the Core Strategy (June 2011).

19. The development hereby approved shall not be occupied until the vehicular accesses as shown on plan 005 Rev 11 have been constructed in full accordance with the said plan.

Reason: In order to ensure that satisfactory means of access is provided and to comply with the Policy 14 'Sustainable movement and transport' of the Core Strategy (June 2011).

20. Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), no plumbing or pipes, other than rainwater pipes, shall be fixed on the front elevation of the building hereby granted.

Reason: In order that the local planning authority may be satisfied with the details of the proposal and to accord with Policy 15 'High quality design for Lewisham' of the Core Strategy (June 2011) and DM Policy 30 'Urban design and local character' of the Development Management Local Plan (November 2014).

21. Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), the use of the flat roof on the building hereby approved shall be as set out in the application and shall not be used for amenity purposes.

Reason: In order to prevent any unacceptable loss of privacy to neighbouring properties and the area generally and to comply with Policy 15 'High Quality design for Lewisham' of the Core Strategy (June 2011).

22. The whole of the vehicle parking accommodation shown on plan no. 005 Rev 11 ✓ hereby approved shall be provided and retained permanently for the accommodation of vehicles of the occupiers of the development (including employees using the building and persons calling at the building for the purposes of conducting business

with the occupiers thereof) and the premises shall not be occupied until such vehicle parking accommodation has been provided.

Reason: To ensure the permanent retention of the spaces for parking purposes and to ensure that the use of the building does not increase on-street parking in the vicinity and to comply with Policy 14 'Sustainable movement and transport' of the Core Strategy (June 2011).

23. Loading and unloading of goods shall only be carried out within the curtilage of the site and any servicing area shown upon plan no.005 Rev 11 hereby approved, shall be retained permanently and left unobstructed at all times.

Reason: To avoid obstruction of neighbouring streets and to safeguard the amenities of adjacent premises in the interests of public safety and to comply with the Policy 14 'Sustainable movement and transport' of the Core Strategy (June 2011).

24. The premises shall only be open for customer business between the hours of 07:00 - 23:00 seven days a week.

Reason: In order to safeguard the amenities of adjoining occupants at unsociable periods and to comply with Paragraph 120 of the National Planning Policy Framework and DM Policy 26 'Noise and Vibration of the Development Management Local Plan (November 2014).

25. No goods, merchandise, materials or thing of any description shall be stacked or stored on the roof of the building hereby approved or upon areas surrounding the building.

Reason: To safeguard the amenities of the adjoining premises and the area generally and to comply with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and DM Policy 30 'Urban design and local character' of the Development Management Local Plan (November 2014).

26. No process shall be carried on nor machinery installed which could not be carried on or installed in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Reason: To safeguard the amenities of the adjoining premises and the area generally and to comply with Paragraph 120 of the National Planning Policy Framework and DM Policy 26 'Noise and vibration' of the Development Management Local Plan (November 2014).

27. Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), the SME offices located at first and second floor levels shall be used for (B1a) use and for no other purpose (including any other purpose in B Use Class of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).

Reason: In order to protect employment use upon the site, and to protect neighbouring amenity, in accordance with Paragraph 120 of the National Planning Policy Framework and DM Policy 26 'Noise and vibration' of the Development Management Local Plan (November 2014).

28. Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), the self-storage premises shall be used for (B8) Use and for no other purpose (including

any other purpose in B Use Class of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order).

Reason: In order to protect employment use upon the site, and to protect neighbouring amenity, in accordance with Paragraph 120 of the National Planning Policy Framework and DM Policy 26 'Noise and vibration' of the Development Management Local Plan (November 2014).

29. Details of a Marketing Strategy for the SME office floorspace shall be submitted to and approved in writing by the LPA within 6 months of commencement of development.

Reason: In order for the Local Planning Authority to be satisfied that all reasonable efforts have been carried out to ensure occupation of the approved SME offices has been carried out in accordance with Policy DM 10 Local Employment Locations of the Development Management Local Plan (2014).

30. a) Details of the electric vehicle charging points, including a programme for their installation and maintenance shall be submitted to and approved in writing by the Local Planning authority prior to construction of above ground works.

b) The electric vehicle charging points as approved shall be installed prior to occupation of the development and shall thereafter be retained and maintained in accordance with the details approved under (a).

Reason: To reduce pollution emissions in an Area Quality Management Area in accordance with Policy 7.14 Improving air quality in the London Plan (2016), and DM Policy 20 Car parking of the Development Management Local Plan (November 2014).

31. Details of the siting and appearance of the proposed photovoltaic panels hereby permitted shall be submitted to and approved in writing by the local planning authority prior to above ground works, and shall be installed prior to first occupation and be retained in perpetuity.

Reason: To ensure the development is in compliance with Policy 8 'Sustainable design and construction and energy efficiency' of the adopted Core Strategy (June 2011) and DM Policy 30 'Urban design and local character' of the Development Management Local Plan (November 2014).

Informatives

- A. **Positive and Proactive Statement:** The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, positive and proactive discussions took place with the applicant prior to the application being submitted through a pre-application discussion. On this particular application, positive discussions took place which resulted in further information being submitted.
- B. As you are aware the approved development is liable to pay the Community Infrastructure Levy (CIL) which will be payable on commencement of the development. An '**assumption of liability form**' must be completed and before development commences you must submit a '**CIL Commencement Notice form**' to the council. You should note that any claims for relief, where they apply, must be submitted and determined prior to commencement of the development. Failure to follow the CIL payment process may result in penalties. More information on CIL is available at: -

<http://www.lewisham.gov.uk/myservices/planning/apply-for-planning-permission/application-process/Pages/Community-Infrastructure-Levy.aspx>

- C. You are advised that all construction work should be undertaken in accordance with the "London Borough of Lewisham Code of Practice for Control of Pollution and Noise from Demolition and Construction Sites" available on the Lewisham web page.
- D. The applicants are advised to read 'Contaminated Land Guide for Developers' (London Borough's Publication 2003), on the Lewisham web page, before complying with the above condition. All of the above must be conducted in accordance with DEFRA and the Environment Agency's (EA) - Model Procedures for the Management of Land Contamination.

Applicants should also be aware of their responsibilities under Part IIA of the Environmental Protection Act 1990 to ensure that human health, controlled waters and ecological systems are protected from significant harm arising from contaminated land. Guidance therefore relating to their activities on site, should be obtained primarily by reference to DEFRA and EA publications.

- E. You are advised to contact the Council's Drainage Design team on 020 8314 2036 prior to the commencement of work.
- F. In preparing the scheme of dust minimisation, reference shall be made to the London Councils Best Practice Guide: The Control of Dust and Emissions from Construction and Demolition. All mitigation measures listed in the Guide appropriate to the size, scale and nature of the development will need to be included in the dust minimisation scheme.
- G. You are advised that any new advertisements relating to the proposed use would require separate permission.
- H. Prior to commencing works, the applicant is advised to contact the London Borough of Lewisham's Highways Officer on 020 8314 7171 or highways@lewisham.gov.uk to make an application for the construction of vehicle crossovers.

+ Add prior to commencement informative ✓

Infant 7.7.18


