

# GREATER LONDON AUTHORITY

## Good Growth

**Julian Shirley**

DP9 Ltd  
100 Pall Mall  
London  
SW1Y 5NQ

**GLA ref:** GLA/1200cd/11

**Hackney Council ref:** 2014/2425

**Date:** 25 March 2022

Dear Mr Shirley,

**Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008**

**Bishopsgate Goodsyrd**

**GLA reference:** GLA/1200cd

**Hackney Council reference:** 2014/2425

**Applicant:** Bishopsgate Goodsyrd Regeneration Ltd

**GRANT OF PLANNING PERMISSION SUBJECT TO PLANNING CONDITIONS AND SECTION 106 AGREEMENT DATED 25 MARCH 2022**

The Mayor of London, acting as the Local Planning Authority, hereby grants planning permission for the following development, in accordance with the terms of the above-mentioned application (which expression shall include the drawings and other documents submitted therewith):

*“An OUTLINE application for the comprehensive mixed-use redevelopment of the site comprising:*

- Residential (C3) – up to 500 residential units;*
- Business use (B1) – up to 130,940 sq.m (GIA);*
- Hotel (C1) – up to 11,013 sq.m. (GIA);*
- Retail, financial and professional services, restaurants and cafes and hot food takeaway (A1, A2, A3 and A5) – up to 18,390 sq.m. (GIA) of which only 3,678 sq.m. (GIA) can be A5;*
- Non-residential institutions (D1) / assembly and leisure (D2) – up to 6,363 sq.m. (GIA);*
- Public conveniences (sui generis) – up to 298 sq.m. (GIA);*
- Basement, ancillary and plant space – up to 21,216 sq.m. (GIA);*
- Formation of a new pedestrian and vehicular access and means of access and circulation within the site and car parking; and*
- Provision of new public open space and landscaping. The application proposes a total of 10 buildings that range in height, with the highest being 142.4 metres above ordnance datum (AOD) and the lowest being 29.2 metres AOD.*

*All matters reserved save that FULL DETAILS for Plot 2 are submitted for alterations to, and the partial removal of, existing structures on site and the erection of a building for office (Class B1) and retail use (Class A1, A2, A3, A5) comprising a part 17, part 29 storey building; and Plot 7 comprising the use of the ground level of the Braithwaite Viaduct for retail and food & drink uses (A1, A2, A3, A5) and works to and use of the Oriel and adjoining structures for retail and food & drink uses (A1, A2, A3, A5).”*

At: Land known as Bishopsgate Goods Yard including Braithwaite Street as bounded by Shoreditch High Street, Bethnal Green Road, Sclater Street, Brick Lane, Wheler Street, Commercial Street and Quaker Street within the London Boroughs of Hackney and Tower Hamlets, London, E1

**Subject to the following planning conditions:**

**Conditions**

**Condition 1 - Compliance with approved plans and documents**

The development hereby permitted shall be carried out in accordance with the following approved plans and documents, unless otherwise agreed in writing with the Local Planning Authority:

Existing Site
BGY-FBA-00-00-DR-A-00-0001 Rev P1; BGY-FBA-00-00-DR-A-00-0002 Rev P1; BGY-FBA-00-00-DR-A-00-0003 Rev P1; BGY-FBA-00-00-DR-A-00-0004 Rev P1; BGY-FBA-00-00-DR-A-00-0005 Rev P1; BGY-FBA-00-00-DR-A-00-0010 Rev P1; BGY-FBA-00-00-DR-A-00-0011 Rev P1; BGY-FBA-00-00-DR-A-00-0012 Rev P1; BGY-FBA-00-00-DR-A-00-0013 Rev P1; BGY-FBA-00-00-DR-A-00-0014 Rev P1; BGY-FBA-00-00-DR-A-00-0015 Rev P1; BGY-FBA-10-00-DR-A-00-0100 Rev P1; BGY-FBA-10-00-DR-A-00-0101 Rev P1.
Parameter Plans
BGY-FBA-00-00-DR-A-00-0020 Rev P1; BGY-FBA-00-00-DR-A-00-0021 Rev P2; BGY-FBA-00-00-DR-A-00-0022 Rev P1; BGY-FBA-00-00-DR-A-00-0023 Rev P1; BGY-FBA-00-00-DR-A-00-0024 Rev P1; BGY-FBA-00-00-DR-A-00-0025 Rev P1; BGY-FBA-00-00-DR-A-00-0026 Rev P1; BGY-FBA-00-00-DR-A-00-0027 Rev P1; BGY-FBA-00-00-DR-A-00-0028 Rev P1; BGY-FBA-00-00-DR-A-00-0029 Rev P1; BGY-FBA-00-00-DR-A-00-0030 Rev P1; BGY-FBA-00-00-DR-A-00-0031 Rev P1; BGY-FBA-00-00-DR-A-00-0032 Rev P1; BGY-FBA-00-00-DR-A-00-0033 Rev P1; BGY-FBA-00-00-DR-A-00-0034 Rev P1; BGY-FBA-00-00-DR-A-00-0035 Rev P1; BGY-FBA-00-00-DR-A-00-0036 Rev P1; BGY-FBA-00-00-DR-A-00-0037 Rev P1; BGY-FBA-00-00-DR-A-00-0038 Rev P1; BGY-FBA-00-00-DR-A-00-0039 Rev P1; BGY-FBA-00-00-DR-A-00-0040 Rev P1; BGY-FBA-00-00-DR-A-00-0041 Rev P1; BGY-FBA-00-00-DR-A-00-0042 Rev P1; BGY-FBA-00-00-DR-A-00-0043 Rev P1; BGY-FBA-00-00-DR-A-00-0044 Rev P1; BGY-FBA-00-00-DR-A-00-0045 Rev P1; BGY-FBA-00-00-DR-A-00-0046 Rev P1; BGY-FBA-00-00-DR-A-00-0060 Rev P1; BGY-FBA-01-00-DR-A-00-0060 Rev P5; BGY-FBA-03-00-DR-A-00-0061 Rev P3; BGY-FBA-04-00-DR-A-00-0062 Rev P3; BGY-FBA-05-00-DR-A-00-0063 Rev P3; BGY-FBA-06-00-DR-A-00-0064 Rev P3; BGY-FBA-07-00-DR-A-00-0065 Rev P3; BGY-FBA-08-00-DR-A-00-0066 Rev P5; BGY-FBA-10-00-DR-A-00-0067 Rev P3; BGY-FBA-10-00-DR-A-00-0068 Rev P3
Illustrative Proposed Masterplan drawings
BGY-FBA-00-00-DR-A-00-0006 Rev P1; BGY-FBA-00-00-DR-A-00-0007 Rev P1; BGY-FBA-00-00-DR-A-00-0008 Rev P1; BGY-FBA-00-00-DR-A-00-0009 Rev P1.
Public Realm and Landscaping
BGY-SS-HX-00-DR-L-00-100 Rev P1; BGY-SS-HX-00-DR-L-00-101 Rev P1; BGY-SS-HX-00-DR-L-00-102

Plot 2 (Full Details)

EPA-TGY-00-1-001 Rev P01; EPA-TGY-05-1-010 Rev P03; EPA-TGY-05-1-020 Rev P01; EPA-TGY-05-1-096 Rev P01; EPA-TGY-05-1-097 Rev P02; EPA-TGY-05-1-098 Rev P01; EPA-TGY-05-1-099 Rev P01; EPA-TGY-05-1-100 Rev P01; EPA-TGY-05-1-101 Rev P02; EPA-TGY-05-1-102 Rev P01; EPA-TGY-05-1-103 Rev P01; EPA-TGY-05-1-104 Rev P03; EPA-TGY-05-1-109 Rev P03; EPA-TGY-05-1-110 Rev P02; EPA-TGY-05-1-111 Rev P03; EPA-TGY-05-1-115 Rev P02; EPA-TGY-05-1-116 Rev P02; EPA-TGY-05-1-117 Rev P02; EPA-TGY-05-1-118 Rev P03; EPA-TGY-05-1-201 Rev P01; EPA-TGY-05-1-202 Rev P03; EPA-TGY-05-2-202 Rev P03; EPA-TGY-05-2-203 Rev P03; EPA-TGY-05-2-204 Rev P03; EPA-TGY-05-2-205 Rev P03; EPA-TGY-05-3-300 Rev P03; EPA-TGY-05-3-301 Rev P02; EPA-TGY-05-3-302 Rev P02; EPA-TGY-05-3-303 Rev P02; EPA-TGY-05-4-400 Rev P01; EPA-TGY-05-4-401 Rev P01; EPA-TGY-05-4-402 Rev P01; EPA-TGY-00-4-403 Rev P04; EPA-TGY-05-4-404 Rev P00.

Plot 7 (Full Details)

00-XX-DR-A-05\_10-010 REV P1; 00-XX-DR-A-05\_10-011 REV P1;  
00-XX-DR-A-05\_10-012 REV P2; 00-BO-DR-A-05\_10-B00 REV P1;  
00-XX-DR-A-05\_10-000 REV P1; 00-01-DR-A-05\_10-100 REV P1;  
00-B0-DR-A-05\_10-B01 REV P1; 00-00-DR-A-05\_10-001 REV P2;  
00-01-DR-A-05\_10-101 REV P1; 00-XX-DR-A-00\_10-01 REV P1;  
00-XX-DR-A-00\_10-02 REV P1; 00-XX-DR-A-00\_10-03 REV P1;  
00-00-DR-A-00\_10-7A000 REV P1; 00-01-DR-A-00\_10-7A100 REV P1;  
00-XX-DR-A-00\_10-7A51 REV P1; 00-XX-DR-A-00\_10-7A52 REV P1;  
00-XX-DR-A-00\_10-7A01 REV P 1; 00-XX-DR-A-00\_10-7A02 REV P1;  
00-XX-DR-A-00\_10-7A03 REV P1; 00-XX-DR-A-00\_10-7A04 REV P1;  
00-XX-DR-A-00\_10-7A05 REV P1; 00-XX-DR-A-00\_10-7A06 REV P1;  
00-00-DR-A-00\_10-7A001 REV P1; 00-00-DR-A-00\_10-7A101 REV P1;  
00-XX-DR-A-00\_10-7A61 REV P2; 00-XX-DR-A-00\_10-7A62 REV P2;  
00-XX-DR-A-00\_10-7A63 REV P2; 00-XX-DR-A-00\_10-7A11 REV P3;  
00-XX-DR-A-00\_10-7A12 REV P3; 00-XX-DR-A-00\_10-7A13 REV P2;  
00-XX-DR-A-00\_10-7A14 REV P1; 00-XX-DR-A-00\_10-7A15 REV P1;  
00-XX-DR-A-00\_10-7A16 REV P3; 00-B0-DR-A-00\_10-7BB00 REV P1;  
00-00-DR-A-00\_10-7B000 REV P1; 00-01-DR-A-00\_10-7B100 REV P1;  
00-XX-DR-A-00\_10-7B51 REV P1; 00-XX-DR-A-00\_10-7B52 REV P1;  
00-XX-DR-A-00\_10-7B53 REV P1; 00-XX-DR-A-00\_10-7B54 REV P1;  
00-XX-DR-A-00\_10-7B01 REV P1; 00-XX-DR-A-00\_10-7B02 REV P1;  
00-XX-DR-A-00\_10-7B03 REV P1; 00-XX-DR-A-00\_10-7B04 REV P1;  
00-XX-DR-A-00\_10-7B05 REV P1; 00-XX-DR-A-00\_10-7B06 REV P1;  
00-B0-DR-A-00\_10-7BB01 REV P1; 00-00-DR-A-00\_10-7B001 REV P2;  
00-01-DR-A-00\_10-7B101 REV P1; 00-XX-DR-A-00\_10-7B61 REV P1;  
00-XX-DR-A-00\_10-7B62 REV P2; 00-XX-DR-A-00\_10-7B63 REV P2;  
00-XX-DR-A-00\_10-7B64 REV P2; 00-XX-DR-A-00\_10-7B11 REV P1;  
00-XX-DR-A-00\_10-7B12 REV P1; 00-XX-DR-A-00\_10-7B13 REV P1;  
00-XX-DR-A-00\_10-7B14 REV P1; 00-XX-DR-A-00\_10-7B16 REV P1;  
00-00-DR-A-00\_10-7C000 REV P1; 00-01-DR-A-00\_10-7C100 REV P1;  
00-XX-DR-A-00\_10-7C51 REV P1; 00-XX-DR-A-00\_10-7C52 REV P1;  
00-XX-DR-A-00\_10-7C53 REV P1; 00-XX-DR-A-00\_10-7C01 REV P1;  
00-XX-DR-A-00\_10-7C01 REV P1; 00-XX-DR-A-00\_10-7C02 REV P1;  
00-XX-DR-A-00\_10-7C03 REV P1; 00-XX-DR-A-00\_10-7C04 REV P1;

00-00-DR-A-00\_10-7C001 REV P1; 00-01-DR-A-00\_10-7C101 REV P1;  
00-XX-DR-A-00\_10-7C61 REV P1; 00-XX-DR-A-00\_10-7C61 REV P1;  
00-XX-DR-A-00\_10-7C62 REV P1; 00-XX-DR-A-00\_10-7C63 REV P1;  
00-XX-DR-A-00\_10-7C11 REV P1; 00-XX-DR-A-00\_10-7C12 REV P1;  
00-XX-DR-A-00\_10-7C13 REV P1; 00-XX-DR-A-00\_10-7C14 REV P1;  
00-00-DR-A-00\_10-7D000 REV P1; 00-01-DR-A-00\_10-7D100 REV P1;  
00-XX-DR-A-00\_10-7D51 REV P1; 00-XX-DR-A-00\_10-7D52 REV P1;  
00-XX-DR-A-00\_10-7D53 REV P1; 00-XX-DR-A-00\_10-7D01 REV P1;  
00-XX-DR-A-00\_10-7D02 REV P1; 00-XX-DR-A-00\_10-7D03 REV P1;  
00-00-DR-A-00\_10-7D001 REV P1; 00-01-DR-A-00\_10-7D101 REV P1;  
00-XX-DR-A-00\_10-7D61 REV P1; 00-XX-DR-A-00\_10-7D62 REV P1;  
00-XX-DR-A-00\_10-7D63 REV P1; 00-XX-DR-A-00\_10-7D11 REV P1;  
00-XX-DR-A-00\_10-7D12 REV P1; 00-XX-DR-A-00\_10-7D13 REV P1.

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the application.

### **Condition 2 - Time limit (detailed)**

The detailed component of the development to which this permission relates must be commenced no later than three years from the date of this permission.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

### **Condition 3 - Reserved Matters to be submitted**

Details of the access, appearance, landscaping, layout and scale, (hereinafter called "the Reserved Matters") for the part of the site not identified on drawings BGY-FBA-00-00-DR-A-00-0023 Rev P1 and BGY-FBA-00-00-DR-A-00-0024 Rev P1 as forming the detailed component of the application shall be submitted to and approved in writing by the Greater London Authority (hereinafter called "the GLA"), or the Local Planning Authority where this has been agreed in writing by the GLA), before any development of the relevant outline component begins and the development shall be carried out as approved.

Reason: The application is in outline only, and these details remain to be submitted and approved.

### **Condition 4 - Reserved Matters time limits for submission of details**

The first application for approval of the Reserved Matters shall be made to the GLA (or the Local Planning Authority, where this has been agreed in writing by the GLA) before the expiration of three years from the date of this outline permission. All other applications for Reserved Matters shall be submitted before the expiration of two years from the date of approval of the previous Reserved Matters application. Application for approval of the last reserved matters must be made to the GLA (or the Local Planning Authority, where this has been agreed by the GLA) within ten years of the date of this permission.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

### **Condition 5 - Reserved Matters time limits for commencement**

The development permitted by Reserved Matters approvals shall be commenced before the expiration of three years from the date of that approval.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

### **Condition 6 - Shopfronts and signage**

Notwithstanding the details shown on the plans hereby approved, prior to the commencement of the superstructure works for each phase /building of the development details of a shopfront and signage strategy for the retail uses within the scheme shall be

submitted to and approved in writing by the local planning authority. The strategy shall be implemented as approved.

Reason: To ensure a satisfactory standard of external appearance.

### **Condition 7 – Materials samples**

Notwithstanding the details shown on the plans hereby approved:

(a) prior to the commencement of the superstructure for each phase of the development details of the proposed materials to be used for the external surfaces of the buildings and hard surfaced areas including details of change in elevational treatment shall be submitted to and approved in writing by the Local Planning Authority; and

(b) prior to the commencement of the facade for each phase of the development, sample panels shall be constructed on site of building materials and hard surfacing, to be inspected and approved in writing by the Local Planning Authority.

Such details must demonstrate compatibility with the approved drawings and Design Code. Thereafter the development shall be constructed with the approved materials and in accordance with the approved details.

Reason: To ensure a satisfactory standard of external appearance.

### **Condition 8 – Detailing**

(1) Prior to commencement of the relevant part of any building, details of all architectural detailing to be used in that phase shall be submitted to and approved in writing by the Local Planning Authority. This detail shall include the following:

- i. Samples of bricks, joints and cladding, (annotated plans at a scale of not less than 1:20 unless otherwise agreed in writing with the Local Planning Authority);
- ii. External windows, balconies, winter gardens, doors, screen, louvres and balustrading (annotated plans at a scale of not less than 1:10 unless otherwise agreed in writing with the Local Planning Authority);
- iii. Depth of window reveals, colonnades and soffits (annotated plans at a scale of not less than 1:20 unless otherwise agreed in writing with the Local Planning Authority).
- iv. Shopfront Design Guide showing shop fronts, entrances and openings which are to be included in the Tenant Packs.

(2) Prior to installing the shopfronts, details of all architectural detailing to be used in that phase shall be submitted to and approved in writing by the Local Planning Authority. This detail shall include the following: shop fronts, entrances and openings (annotated plans at a scale of not less than 1:20 unless otherwise agreed in writing with the Local Planning Authority).

Such details must demonstrate compatibility with the approved drawings and Design Code. Thereafter the development shall be constructed with the approved details and in accordance with the approved drawings.

Reason: To ensure a satisfactory standard of external appearance.

### **Condition 9 - Facade cleaning details**

Notwithstanding the details shown on the plans hereby approved, prior to the commencement of works to the external envelope of each building details of the proposed facade cleaning / building maintenance equipment shall be submitted to and approved in writing by the Local Planning Authority. Such details must include scale drawings of no more than 1:100 scale and updated verified views of the building, if necessary. Thereafter the development shall be constructed with the approved details.

Reason: To ensure a satisfactory standard of external appearance.

### **Condition 10 – Phasing plan**

The development shall be carried out in accordance with the phasing plan drawings BGY-FBA-00-00-DR-A-00-0038 Rev P1 and BGY-FBA-00-00-DR-A-00-0039 Rev P1 or other revised phasing plan that has been submitted to and approved in writing by the relevant

Local Planning Authority. No phase of the development shall commence until the relevant pre-commencement conditions are approved in respect of that phase.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004) and to ensure that phasing discussions are only required with the Local Planning Authority affected by any proposed change.

**Condition 11 - Quantum of development outline**

The total quantum of built floorspace for the outline component of the development shall be within the minimum and maximum ranges specified in the table below:

Land use	Maximum parameter quantum (sq.m. GEA)	Minimum parameter quantum (sq.m. GEA)
A1, A2, A3, A5 (retail)	11,703	10,115
B1 (office)	72,093	47,054
C1 (hotel)	11,595	10,135
C3 (residential)	48,508	34,832
D1 / D2 (non-residential institution / assembly and leisure)	7,074	4,072
Sui Generis	301	258
Plant / ancillary	13,899	10,918
Service yard	1,800	1,800
Total	161,765	119,184

The development must be undertaken in accordance with the description of development and quantum of built floorspace.

Reason: To ensure that the development is undertaken in accordance with the approved drawings, documents and the Environmental Statement.

**Condition 12 - Environmental Statement Addendum**

The development hereby permitted shall be constructed in accordance with the environmental standards, mitigation measures, embedded mitigation measures, requirements, recommendations and methods of implementing the development contained in the Environmental Statement Addendum (ES) and appendices (October 2019) and the ES Addendum (June 2020), unless and to the extent that such standards, measures, requirements and methods are altered by the express terms of the conditions attached to this planning permission and the approved drawings and supplementary documents submitted pursuant to them.

Reason: To ensure that the development is carried out in accordance with the Environmental Statement and the mitigation measures proposed therein.

**Condition 13 - Restrictions on changes of use – offices**

Notwithstanding the Town and Country Planning (Use Classes) Order 1987 (as amended) the Class B1(a) office floorspace shall only be used for office purposes and not for any other purpose, including any other uses that may otherwise be permitted by the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (or any equivalent class in any order that may replace it).

Reason: There is a need to protect office floorspace given the acute need in the City Fringe Opportunity Area and Central Activities Zone.

**Condition 14 - Restrictions on changes of use – betting shops**

Notwithstanding the Town and Country Planning (Use Classes) Order 1987 (as amended) the Class A2 floorspace shall not be occupied by a betting shop or betting shops, nor shall a change of use to a betting shop be permitted from any other use, notwithstanding Class E of the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (or any equivalent class in any order that may replace it).

Reason: To avoid an unacceptable concentration of such uses in the interests of the amenities of the area.

**Condition 15 - Restrictions on changes of use – D1/D2**

Notwithstanding the Town and Country Planning (Use Classes) Order 1987 (as amended) the Class D1 and D2 floorspace shall only be used for non-residential institution or assembly and leisure purposes and not for any other purpose, including any other uses that may otherwise be permitted by the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (or any equivalent class in any order that may replace it).

Reason: In order to protect the cultural facilities within the development and to ensure an appropriate mix of uses is retained.

**Condition 16 - Construction work hours**

Demolition and construction work and associated activities are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00-13:00 Saturday with no work on Sundays or public holidays other than internal works not audible outside the site boundary. Driven piling which will generate perceptible offsite ground borne vibration is only to be carried out between the hours of 08:00 and 18:00 Monday to Friday.

Reason: In order to minimise the impact of the construction phase on the environment and on the amenities of neighbouring residents.

**Condition 17 - Hours of operation non-residential uses**

The non-residential uses with the exception of the offices and hotel hereby permitted shall only be open to members of the public between the hours of 07:00 to 23:00.

Reason: To protect the amenity of existing and future occupiers.

**Condition 18 - Cycle parking provision**

a) Each Reserved Matters application shall include sufficient detail to demonstrate that a policy compliant level of cycle parking is provided, including detailed drawings, access and shower / changing facilities for non-residential uses.

b) Prior to the occupation of each phase of the development hereby approved, a Cycle Parking Management Plan shall be submitted to and approved by the Local Planning Authority. The CPMP should include details of the allocation of cycle spaces between the market and affordable housing units and other land uses; details on how these cycle spaces and access to cycle stores will be managed and enforced; details of the design and materials of cycle stands/storage; details of shower, changing area and locker facilities provision and, details of CCTV and lighting for the cycle storage area. The approved allocations and details are to be completed prior to the occupation of the residential units and/or other uses within that part of the development and shall be permanently retained thereafter.

c) A minimum of 5% of long stay cycle spaces and their accesses are to be designed to be large enough to accommodate adapted cycles, cargo and other types of larger cycles.

d) The relevant phase of the development shall not be occupied until the relevant amount of cycle parking spaces for that phase have been installed and ready for use in accordance with the approved details and the approved CPMP has been implemented in full. Such spaces shall be retained thereafter for this use only by occupiers and visitors to this part of the development only and solely in accordance with the approved CPMP.

Reason: In order to encourage the use of cycling as a sustainable mode of transport in line with Hackney Local Plan Policy LP42.

### **Condition 19 - Electric vehicles charging points**

Prior to commencement of the superstructure of any phase of the development that includes car parking, details of the electric vehicle charging points and passive provision for that phase shall be submitted to and approved in writing by the relevant Local Planning Authority. The scheme shall ensure that at least 20% of all residential parking spaces are for electric vehicles with the remaining as passive provision. The scheme shall be implemented in accordance with the approved details, prior to the occupation of that phase of the development, and shall be permanently retained thereafter and used for no other purpose.

Reason: To encourage the use of electric cars as a sustainable mode of transport.

### **Condition 20 - Water network infrastructure**

No building shall be occupied until confirmation has been provided that either:-

1. All combined water network upgrades required to accommodate the additional flows from the relevant building has been completed; or
2. A housing and infrastructure phasing plan has been submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water, to allow additional buildings to be occupied. Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason: Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

### **Condition 21 - Piling method statement**

No piling shall take place within any phase of development until a piling method statement for the relevant phase (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.

### **Condition 22 - Development close to strategic water main**

No construction shall take place within 5 metres of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the Local Planning Authority in consultation with Thames Water prior to commencement of any phase or building. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure.

### **Condition 23 - Foul water capacity**

No part of the development in a relevant phase shall be occupied until confirmation has been provided that either:- 1. Capacity exists off site to serve the that phase , or 2. A development and infrastructure phasing plan has been agreed with the Local Planning Authority in



consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan, or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed. Reason: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid sewage flooding and/or potential pollution incidents.

#### **Condition 24 - Surface water capacity**

No part of the development shall be occupied in a relevant phase until confirmation has been provided that either:- 1. Capacity exists off site to serve the relevant phase of development or 2. A development and infrastructure phasing plan has been agreed with the Local Planning Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed.

Reason: Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents.

#### **Condition 25 - Drainage strategy**

No development shall take place in a relevant phase (other than demolition, site clearance and ground works) until a drainage strategy detailing any on and/ or off-site drainage works has been submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: Drainage must be identified prior to the commencement of development to prevent the risk of sewer flooding and to protect water quality.

#### **Condition 26 – Fire strategy**

No development shall take place in a relevant phase (other than demolition, site clearance and ground works) until a fire strategy, prepared by a suitably qualified consultant, has been submitted to and approved in writing by the Local Planning Authority. The strategy shall be prepared with reference to the approved Fire Strategy and updated London Plan policy / guidance. The development shall be carried out in accordance with the approved strategy.

Reason: To ensure the development provides the necessary fire safety measures, in the interests of the amenity of future occupiers.

#### **Condition 27 – Delivery and servicing strategy**

A delivery and servicing plan (DSP) for all uses in each phase shall be submitted to and approved, in writing, by the Local Planning Authority prior to occupation of the relevant phase of development. The DSP shall cover the following items:

- Deliveries and collections;
- Servicing trips (including maintenance);
- Cleaning and waste removal, including arrangements for refuse collection; and
- Monitoring and review of operations.

The DSP shall be implemented prior to the occupation of any building in the relevant phase and shall remain in place unless otherwise agreed in writing.

Reason: In order to minimise the impact of the development on the free flow of traffic on the local highway network during peak periods in the interests of highway safety and to protect the amenity of existing and future occupiers.

### **Condition 28 - Construction and environmental management plan**

No development shall commence on any phase, including any works of demolition, until a Construction Environmental Management Plan (CEMP) for the relevant phase has been submitted to and approved in writing by the Local Planning Authority. These plans shall incorporate details of:

- a.) Details of the site manager, including contact details (phone, email, postal address) and the location of a large notice board on the site that clearly identifies these details and a 'Considerate Constructors' contact telephone number;
- b.) The parking of vehicles of site operatives and visitors;
- c.) Loading and unloading of plant and materials;
- d.) Storage of plant and materials used in constructing the development;
- e.) The erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate;
- f.) Wheel washing facilities;
- g.) Measures to control the emission of dust, dirt and emissions to air during construction, such measures to accord with the guidance provided in the document "The Control of Dust and Emissions during construction and demolition", Mayor of London, July 2014;
- h.) A scheme for recycling/disposing of waste resulting from demolition and construction works;
- i.) The use of efficient construction materials;
- j.) Methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials;
- k.) A nominated Developer/Resident Liaison Representative with an address and contact telephone number to be circulated to those residents consulted on the application by the developer's representatives. This person will act as first point of contact for residents who have any problems or questions related to the ongoing development.
- l.) Confirmation that demolition and construction work and associated activities are to be carried out in accordance with the recommendations contained within British Standard 5228:2009, "Code of practice for noise and vibration control on construction and open sites".

The CEMP shall be implemented for the entire period of the works on that phase, to the satisfaction of the Local Planning Authority.

Reason: The CEMP is required prior to commencement of development in order to minimise the impact of the construction phase on the environment and on the amenities of neighbouring residents.

### **Condition 29 - Construction logistics plan**

No development shall commence in each phase until a demolition and construction traffic management plan for that phase has been submitted to and approved in writing by the Local Planning Authority. The plan shall include:

- a. routing of demolition vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works in the highway;
- b. access arrangements to the site;
- c. the estimated number and type of vehicles per day/week;
- d. details of any vehicle holding area;
- e. details of the vehicle call up procedure;
- f. estimates for the number and type of parking suspensions that will be required;
- g. details of any diversion or other disruption to the public highway during preparation, demolition, excavation and construction work associated with the development;
- h. work programme and/or timescale for each sub-phase of preparation and demolition work associated with the relevant phase of development;
- i. details of measures to protect pedestrians and other highway users from construction activities on the highway;

- j. a strategy for coordinating the connection of services on site with any programme work to utilities upon adjacent land; and,
- k. where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, position of nearby trees in the highway or adjacent gardens, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements.

The development shall be carried out in accordance with the approved plan.

Reason: To minimise the impact of construction works upon highway safety and nearby residents' enjoyment of their properties.

### **Condition 30 - Secured by Design**

Prior to completion of the superstructure of each relevant phase or building, details of Secured by Design measures shall be submitted to and approved in writing by the Local Planning Authority for that phase or building. The Secured by Design measures shall be implemented in accordance with the approved details, completed prior to the first occupation of the relevant phase or building and retained for the lifetime of the development. A letter from Metropolitan Police Designing Out Crime Office stating that appropriate Secured by Design measures of compliance have been met shall be submitted to the Local Planning Authority.

Reason: In pursuance of the Local Planning Authority's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions and to improve community safety and crime prevention.

### **Condition 31 - Programme of archaeological work**

A) No phase of development or demolition below ground level shall take place until the applicant has secured the implementation of a programme of archaeological work for the relevant phase in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Local Planning Authority.

B) No development or demolition shall take place for the relevant phase other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The relevant phase shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: Heritage assets of archaeological interest survive on the site and it is necessary to secure the provision of archaeological investigation, followed by the subsequent recording of significant remains prior to development (including preservation of important remains).

### **Condition 32 - Archaeology written scheme of investigation**

A) No phase of demolition or development shall take place for the relevant phase until the applicant has secured the implementation of a programme of historic buildings recording and analysis in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Local Planning Authority.

B) No development or demolition for the relevant phase shall take place other than in accordance with the Written Scheme of Investigation approved under Part (A).

C) The relevant phase shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (A), and the provision made for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: It is necessary to secure the provision of historic building recording prior to and during demolition.

**Condition 33 - Archaeology watching brief**

A) No demolition or development for the relevant phase shall take place until the applicant has secured the implementation of a structured programme of heritage outreach and interpretation approved in writing by the Local Planning Authority.

B) The relevant phase shall not be occupied until the outreach and interpretation programme has been completed in accordance with the programme approved under Part (A).

Reason: The site of historic and archaeological significance and it is necessary to secure the advancement of public understanding of its heritage.

**Condition 34 - Air quality monitoring**

Each Reserved Matters submission shall be accompanied by an updated air quality assessment which sets out a detailed assessment of air quality impacts of the relevant phase / building. Any updated assessment shall be informed by a programme of air quality monitoring, shall demonstrate how each relevant phase / building will be air quality neutral and shall set out any necessary mitigation measures. The updated air quality assessment shall be implemented as approved.

Reason: To mitigate any air quality impacts arising from the development.

**Condition 35 - Air quality Plot 3**

No development shall take place in Plot 3 of the development (other than demolition, site clearance and ground works) until details of air quality mitigation scheme for the D1/D2 uses (confirmed as being sensitive to the air quality objectives in accordance with LAQM.TB(16)) within that building are submitted and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details and thereafter retained as such.

Reason: To ensure that potentially sensitive uses within the D1/D2 space are protected from poor air quality.

**Condition 36 - Air permeability Plot 2**

Prior to occupation of the development hereby approved, a full air permeability test report confirming the development has achieved an average air permeability of  $3 \text{ m}^3/\text{h}/\text{m}^2$  at 50pa shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of addressing climate change and to protect local air quality and contribute towards the maintenance or to prevent further exceedances of National Air Quality Objectives.

**Condition 37 - Air source heat pumps**

Prior to the finalisation of RIBA Stage 4 for the buildings within each phase of development, details of air source heat pumps for that phase shall be submitted and approved by the Local Planning Authority. The details shall include details of the plant and operation, as well as plans and elevations of the external appearance of the ASHP installations. The development shall be carried out in accordance with the approved details and thereafter retained as such.

Reason: In the interests of the appearance of the development, sustainable development and to maximise on-site carbon dioxide savings.

**Condition 38 - Extract equipment**

(a) Prior to above ground works in a relevant phase of the development that includes commercial kitchens, details of ducting and riser space within the buildings capable of accommodating sufficient extract equipment for that phase shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with any approval given and the ventilation space shall thereafter be retained;

(b) Prior to commencement of external cladding in a relevant phase of the development that includes commercial kitchens details of any commercial kitchen, full particulars and details of a scheme for the ventilation of the kitchen are submitted to and approved in

writing by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with any approval given and the ventilation equipment shall thereafter be retained.

Reason: In order to ensure that that any installed ventilation, ducting and ancillary equipment in the interests of amenity will not cause amenity impacts such as odour, fume or noise nuisance and will not detract from the appearance of the building.

#### **Condition 39 – Noise from plant**

The Rated sound level from any plant, together with any associated ducting shall not exceed the Background sound level (LA90 15min) at the nearest noise sensitive premises.

Furthermore, the Specific plant sound level shall be 10dB(A) or more below the background sound level in this location. For the purposes of this condition the Background, Rating and Specific Sound levels shall be calculated fully in accordance with the methodology of BS4142:2014. Prior to any plant being commissioned a validation test shall be carried out following completion of the development. The results shall be submitted to the Local Planning Authority for approval in writing. The plant and equipment shall be installed and constructed in accordance with the approval given and shall be permanently maintained thereafter.

Reason: To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment from noise creep due to plant and machinery.

#### **Condition 40 – Noise from operation (cultural space)**

The design of the Building 3 cultural space hereby permitted is to be such that:

- 1) As far as practicable the design shall seek to ensure that noise emissions from activities (excluding the use of external spaces) do not exceed 55 dB LAeq,16 hour at any existing or proposed dwelling;
- 2) Where this is not possible, noise emissions from activities shall not exceed 65 dB LAeq,16 hour at any existing or proposed dwelling.

Reason: To ensure that occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance or the local environment.

#### **Condition 41 - Mechanical ventilation**

Prior to the commencement of the Mechanical Ventilation Heat Recovery (MVHR) installation for a phase or building of the development, a detailed scheme for the proposed MVHR system for that phase or building shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall specify:

- a) air intake locations and demonstrate that they shall be in areas which are not expected to exceed UK air quality objective limits for levels of NO<sub>2</sub> concentration (40 µg/m<sup>3</sup>) and are not proposed close to any chimney/boiler flues.
- b) measures to prevent summer overheating and minimise energy usage, including details of thermal control (cooling) within individual residential units.
- c) details of mechanical purge ventilation function (for removing internally generated pollutants within residential units).
- d) details of the overall efficiency of the system which shall at least meet the details set out in the energy strategy.
- e) detailed management plan for the MVHR system covering maintenance and cleaning, management responsibilities and a response plan in the event of system failures or complaints.

The approved MVHRs for each phase or building shall then be fully implemented prior to the occupation or use of the relevant phase or building and retained permanently thereafter in working order for the duration of the use and occupation of the development, in accordance with the approved details.

Reason: To ensure an acceptable standard of residential amenity is provided in terms of air quality and overheating.

### **Condition 42 – Energy strategy for Reserved Matters**

Each Reserved Matters submission shall be accompanied by an energy addendum which details how it accords with the site-wide Energy Strategy (including with regard to overheating) and demonstrates how the relevant phase / building meets the relevant carbon emission reductions targets. This should also address the policy requirements in place at the time of the reserved matters application. Any addendum shall also demonstrate that:

- the energy efficiency targets (Be Lean) have been achieved.
- the proposed heating strategy for Reserved Matters applications:
  - is the optimal solution in the context of the wider site, considering network flow and return temperatures and connections to earlier and later phases
  - will facilitate the creation of the masterplan site heat network
  - will facilitate the future connection to wider heat networks
  - will facilitate heat sharing where possible
- solar PV provision has been maximised.

Where the energy addendum demonstrates that the relevant phase will not comply with the energy reductions targets specified, a carbon offset payment shall be required.

Reason: To maximise on-site carbon dioxide reductions and in the interests of sustainable development.

### **Condition 43 - SUDS**

No development shall take place in a relevant phase of the development (other than demolition, site clearance and ground works) until a detailed surface water drainage scheme for the phase based on Sustainable Urban Drainage Systems (SUDS) and including a finalised drainage layout plan that details pipe levels, diameters, asset locations and long and cross sections of each SUDS element, has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall include a restriction in run-off to greenfield discharge rates along with details of surface water storage on site. The scheme shall subsequently be implemented in accordance with the approved details before the development in the relevant phase is occupied.

Reason: SUDS must be identified prior to the commencement of development to prevent flooding, improve and protect water quality, improve habitat and amenity, and ensure future maintenance of the surface water drainage system.

### **Condition 44 - Photovoltaics**

Each Reserved Matters application shall demonstrate how the provision of photovoltaic panels has been maximised, having regard to rooftop amenity, MEP and access requirements.

Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings.

### **Condition 45 - Whole life carbon**

Prior to the occupation of each building the post-construction tab of the GLA's whole life carbon assessment template should be completed accurately and in its entirety in line with the GLA's Whole Life Carbon Assessment Guidance, submitted and approved by the Local Planning Authority. The post-construction assessment should provide an update of the information submitted at planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. Confirmation should be provided that this has been submitted to the GLA at:

[ZeroCarbonPlanning@london.gov.uk](mailto:ZeroCarbonPlanning@london.gov.uk), along with any supporting evidence as per the guidance. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation of the relevant building.

Reason: In the interests of sustainable development and to maximise on-site carbon dioxide savings.

**Condition 46 - Water efficiency (105 litres/day)**

The development shall achieve an internal residential water use below 105L/person/day. Prior to first occupation of any residential building(s) evidence (schedule of fittings and manufacturer's literature) shall be submitted to the Local Planning Authority and approved in writing to show that the development has been constructed in accordance with the approved internal water use calculations.

Reason: In the interests of sustainable development.

**Condition 47 – Site wide waste management plan**

- a) No groundworks or demolition associated with a phase or building of the development hereby permitted shall be commenced until a Demolition Waste Management Plan for that phase or building has been submitted to and approved in writing by the Local Planning Authority for each relevant phase or building.
- b) No construction works associated with a phase or building of the development hereby permitted shall be commenced until Construction Waste Management Plan for that Phase or Building has been submitted to and approved in writing by the Local Planning Authority for each relevant phase or building.

The Demolition and Construction Waste Management Plans shall include full details of the following:

- i. Identification of the likely types and quantities of demolition and construction waste likely to be generated (including waste acceptance criteria testing to assist in confirming appropriate waste disposal options for any contaminated materials);
- ii. Identification of waste management options in consideration of the waste hierarchy, on and offsite options, and the arrangements for identifying and managing any hazardous wastes produced;
- iii. A plan for efficient materials and waste handling taking into account constraints imposed by the application site;
- iv. Targets for the diversion of waste from landfill;
- v. Identification of waste management sites and contractors for all wastes, ensuring that contracts are in place and emphasising compliance with legal responsibilities;
- vi. Details of transportation arrangements for the removal of waste from the site; and
- vii. A commitment to undertaking waste audits to monitor the amount and type of waste generated and to determine if the targets set out in the SWMP have been achieved.

The demolition and construction operations associated with each phase of the development hereby permitted shall be carried out in accordance with the approved Demolition and Construction Waste Management Plan for that phase.

Reason: To encourage the sustainable re-use and recycling of materials.

**Condition 48 – Circular Economy Statement (detailed elements)**

No development shall take place in the detailed components of the development until a detailed Circular Economy Statement and Operational Waste Management Strategy in line with the GLA's Circular Economy Statement Guidance is submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details so approved.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials.

**Condition 49 - Circular Economy Statement (outline elements)**

Each application for reserved matters shall be accompanied by a detailed Circular Economy Statement and Operational Waste Management Strategy in line with the GLA's Circular Economy Statement Guidance, which shall be submitted to and approved in writing by the

Local Planning Authority. The statement shall adhere to the principles set out in the draft Circular Economy Statement. The development shall be carried out in accordance with the details so approved.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials.

#### **Condition 50 – Circular Economy Statement (post completion report)**

Within 3 months of occupation of any phase, a Post Completion Report setting out the predicted and actual performance against all numerical targets in the relevant Circular Economy Statement shall be submitted to the GLA at:

[CircularEconomyLPG@london.gov.uk](mailto:CircularEconomyLPG@london.gov.uk), along with any supporting evidence as per the GLA's Circular Economy Statement Guidance. The Post Completion Report shall provide updated versions of Tables 1 and 2 of the Circular Economy Statement, the Recycling and Waste Reporting form and Bill of Materials. Confirmation of submission to the GLA shall be submitted to, and approved in writing by, the local planning authority, prior to occupation.

Reason: In the interests of sustainable waste management and in order to maximise the re-use of materials.

#### **Condition 51 - Refrigerant materials**

Any insulation and refrigerant materials used must have a low or zero Global Warming Potential (GWP) and Zero Ozone Depleting Potential (ODP).

Reason: In the interests of sustainable development.

#### **Condition 52 – Land contamination**

a) Prior to the commencement of any development (excluding above-ground demolition) for a phase or building, a site investigation and risk assessment shall be completed for that phase in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site, and be submitted to the Local Planning Authority for approval

i) The Phase 1 report (desk study, site categorisation, sampling strategy etc) shall be submitted to the Local Planning Authority for approval before the commencement of any relevant investigations.

ii) Any subsequent Phase 2 activities (site investigation and risk assessment) shall be conducted in accordance with any approved scheme and submitted to the Local Planning Authority for approval prior to the commencement of any remediation that might be required.

b) In the event that contamination is present, a detailed remediation strategy to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment shall be prepared and submitted to the Local Planning Authority for approval in writing. The scheme shall ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme (if one is required) shall be carried out in accordance with its terms as part of the development prior to the commencement of development, other than works required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works.

c) Following the completion of the works and measures identified in the approved remediation strategy, a verification report providing evidence that all works required by the remediation strategy have been completed shall be submitted to and approved in writing by the Local Planning Authority.

d) In the event that potential contamination is found at any time when carrying out the approved development that was not previously identified, it shall be reported in writing immediately to the Local Planning Authority, and a scheme of investigation and risk assessment, a remediation strategy and verification report (if required) shall be submitted to the Local Planning Authority for approval in writing, in accordance with a-c above.



Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors.

#### **Condition 53 - Groundwater Protection**

Prior to the commencement of development of the relevant phase (excluding above-ground demolition) a groundwater protection piling assessment for that phase shall be submitted to and approved in writing by the Local Planning Authority. The assessment should consider the groundwater quality, potential hydrological connections, practical mitigation measures and, where practical, the decommissioning of any existing boreholes that may exist on site. The development shall be implemented in accordance with the approved assessment.

Reason: To protect groundwater from sources of contamination.

#### **Condition 54 – Urban Greening Factor**

Each Reserved Matters application shall demonstrate how urban greening has been maximised, with a target of achieving an Urban Greening Factor score of 0.3.

Reason: In the interests of sustainable development and to maximise green infrastructure on site.

#### **Condition 55 - Construction methodology (cranes)**

No cranes or scaffolding shall be erected within the site area of each phase / building unless and until construction methodology and diagrams clearly presenting the location, types, maximum operating height, radius and start/finish dates for the use of cranes/scaffolding during that phase have been submitted to and approved by the Local Planning Authority, having consulted London City Airport and TfL. The construction methodology statement shall also include a detailed programme of the various lifts of cranes which may require the penetration of safeguarding surfaces (in such cases coordination with London City Airport will be sought to ensure that such lifts occur when the airport is not in operation); a relevant section on communications between the construction team and London City Airport to ensure that the airport is aware of activities and can issue NOTAMs informing the flying community of activity on the site; operational provisions to address emergency situations such as the discovery of UXO and how cranes will be made safe to ensure that they do not become a hazard to aircraft operations; and confirmation of compliance with obstruction lighting requirements and specifications. It should be noted that no construction equipment shall be permitted to infringe any Instrument Flight Procedures or critical obstacle limitation surfaces. The relevant phase / building of development shall be carried out in accordance with the approved details and the details shall be complied with for the duration that the cranes and/or scaffolding are in place.

Reason: To safeguard London City Airport's flight operations and other transport infrastructure.

#### **Condition 56 - Bird management strategy**

a) Prior to the commencement of the superstructure of any building a detailed scheme for green and/or brown roofs and associated aggressive bird management strategy has been submitted to and approved by the Local Planning Authority for that building, the Local Planning Authority having consulted London City Airport. The strategy should demonstrate that all green and/or brown roofs shall be designed to make them unattractive to birds so as not to have an adverse effect on the safety of operations at London City Airport by encouraging bird roosting and creating sources of food for birds, and thereby presenting a bird strike threat to aircraft operating at the Airport. The development shall be carried out in accordance with the approved strategy.

b) No construction works relating to any phase or development plot shall be carried out unless the following have been submitted for the relevant phase or development plot to and approved by the Local Planning Authority having consulted with London City Airport Ltd:

1. A bird strike risk statement (the statement shall demonstrate that the development comprised within the relevant phase or development plot (as applicable) does not increase the risk of bird strike hazard to aircraft using London City Airport when measured against the conditions existing on the whole development site at the time of the submission of the statement).

2. A Bird Hazard Management Plan (BHMP). This document should layout a methodology which will ensure the level of risk to aircraft is not elevated above the baseline level established in the bird strike risk statement.

The development shall be carried out in accordance with the approved statement and BHMP. Reason: This site's location is within London City Airport's area of concern with respect to bird strikes. Details provided have given insufficient certainty that there will be no elevated risk to aircraft through bird strike.

### **Condition 57 - Bat mitigation strategy**

Prior to the commencement of the superstructure within each phase or building, an updated Bat Mitigation Strategy for that phase or building shall be submitted to and approved in writing by the Local Planning Authority. The updated Strategy shall set out updated bat surveys and detailed proposals for the retention and/or adaptation of existing structures suitable for bat roosts. If retention is demonstrated not to be possible, the Strategy should include proposals for re-provision either on-site (preferred) or off-site. The development shall be carried out in accordance with the approved Strategy.

Reason: To provide suitable habitats for protected species in line with the recommendations of the Environmental Statement Addendum.

### **Condition 58 – Operational waste management strategy**

Prior to the superstructure works commencing for each phase or building of development, a waste and recycling strategy for that phase or building shall be submitted to and approved in writing by the Local Planning Authority. This shall set out the location, design and accessibility of refuse and recycling stores, details of the separation and collection of waste, storage of bulky waste and any chute systems or waste compactors. The waste and recycling strategy shall be implemented as approved, unless otherwise agreed in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details, the waste management facilities made available for use prior to the first occupation of the relevant phase or building, and managed and operated in accordance with the approved strategy in perpetuity.

Reason: To ensure adequate refuse and recycling storage is provided on site, and can be readily collected.

### **Condition 59 – Lighting strategy**

Prior to the occupation of any building / phase, details of external lighting (including design, specification, power) to be installed within any public realm or to be affixed to the buildings(s) within that phase, shall be submitted to the Local Planning Authority for approval in writing. Submitted details shall include lighting contours to demonstrate lighting intensity levels at any nearby sensitive residential or ecological receptors, having regard to guidance published by the Institute of Lighting Professionals (ILE), where relevant. The approved details shall be completed prior to occupation of the relevant phase of the development and shall thereafter be permanently retained.

Reason: In order that the Local Planning Authority may be satisfied that external lighting is appropriately designed and located to balance the safe illumination of the public realm with the amenity of existing/future residential occupiers and important ecological receptors, including pathways for migrating bats.

### **Condition 60 – Internal lighting – Building 3**

Prior to the occupation of Building 3, details of internal lighting (including design, specification, power) to be installed within the commercial uses, shall be submitted to the

Local Planning Authority for approval in writing. Submitted details shall include lighting contours to demonstrate lighting intensity levels at any nearby sensitive residential receptors, having regard to guidance published by the Institute of Lighting Professionals (ILE), where relevant, along with any mitigation measures. The approved details shall be completed prior to occupation of Building 3 of the development and shall thereafter be permanently retained.

Reason: In order that the Local Planning Authority may be satisfied that internal lighting is appropriately designed to protect the amenity of existing residential occupiers.

#### **Condition 61 - Privacy measures**

Prior to the occupation of Building 3 (other than demolition, site clearance and ground works), details of privacy measures (including design, specification and scale drawings) to be installed on the building, shall be submitted to the Local Planning Authority for approval in writing. Submitted details shall include any mitigation measures necessary to ensure an acceptable relationship with neighbouring residential properties. The approved measures shall be completed prior to occupation of Building 3 of the development and shall thereafter be permanently retained.

Reason: To protect the amenity of existing neighbouring residential occupiers.

#### **Condition 62 - Play space**

Each Reserved Matters application shall provide detailed designs for children's play space within the relevant phase / building and demonstrate compliance with the play space strategy set out in the Design and Access Statement.

Reason: To ensure sufficient high quality play space is provided.

#### **Condition 63 - Asbestos survey**

No development shall take place within each phase / building of the development unless and until an asbestos survey for that phase / building of development has been submitted to and approved by the Local Planning Authority. The development shall only be carried out in accordance with the approved survey and recommended measures.

Reason: To safeguard the health and safety of employees working on the site during the construction phase, as well as neighbouring occupiers, and is required to be pre-commencement for this same reason.

#### **Condition 64 - Landscaping and ecological management plan**

A Biodiversity and Ecological Strategy and Landscape Management Plan relative to each phase of development, including long term ecological objectives and a long-term management and maintenance plan for the public open space including trees in that phase shall be submitted to and approved in writing by the Local Planning Authority before the relevant phase of the development is occupied. The development shall be carried out in accordance with the approved management plan.

Reason: In order to preserve and enhance the natural environment.

#### **Condition 65 - Unexploded ordnance**

No development shall take place within each phase of the development unless and until an Unexploded Ordnance (UXO) site safety and emergency procedures plan for that phase of development has been submitted to and approved by the Local Planning Authority. The development shall only be carried out in accordance with the approved UXO site safety and emergency procedures plan. UXO Safety Induction Training should be provided to relevant persons working at or visiting the site. The training should be commensurate with the individual's responsibilities and duties on the site. The training should be provided by a qualified Explosive Ordnance Disposal Engineer and delivered as a separate module of the Site Safety Induction Course.

Reason: To safeguard the health and safety of employees working on the site during the construction phase, as well as neighbouring occupiers, and is required to be pre-commencement for this same reason.

#### **Condition 66 - Green/brown roofs and green walls**

Before any superstructure works within each relevant phase or building are carried out, detailed specifications for any green/brown/biodiverse roofs and/or walls for that phase or building shall be submitted to the Local Planning Authority and approved in writing. Details shall demonstrate:

- a) The depth of substrate (to suit proposed planting specifications)
- b) An appropriate planting mix that prioritises native species;
- c) An appropriate irrigation system for any green walls;
- d) That an appropriate management and maintenance regime is in place

Green roofs shall be planted in the first planting season following practical completion of building works of the relevant phase or building. Green roofs will not be used as recreational spaces and access will be limited to essential maintenance or escape in the case of emergency.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.

#### **Condition 67 - Accessible car parking**

Each Reserved Matters application shall be accompanied by a parking design and management plan, which shall set out measures to increase accessible car parking provision (for all uses) either on site (including use of service bays) or off site through conversion of on-street bays. The measures shall be implemented as approved.

Reason: To ensure sufficient accessible car parking spaces are provided to serve the development

#### **Condition 68 - BREEAM design stage**

Prior to the fit out of each phase / building of development, a BREEAM New Construction 2018 Interim (Design Stage) Certificate (or any subsequent BREEAM NC scheme version) , issued by the Building Research Establishment (BRE) or equivalent authorizing body, must be submitted to the Local Planning Authority and approved in writing targeting that an 'Excellent' rating could be achieved for the non-residential floorspace (except the converted buildings, which should achieve 'Very Good'). The development shall be carried out in accordance with the certified measures.

Reason: In the interest of energy efficiency and sustainability.

#### **Condition 69 - BREEAM final certificate**

Within 3 months of the first occupation of each phase / building of development, a BREEAM New Construction 2018 Final (Post-Construction) Certificate (or any subsequent BREEAM NC scheme version)", issued by the BRE or equivalent authorizing body, must be submitted to the Local Planning Authority and approved in writing, to demonstrate that an 'Excellent' rating has been achieved (or 'Very Good' for the converted buildings). Construction Stage assessment will be produced post-occupancy, to allow time for collation of accurate evidence, and for the 2-month review and comment period by the BRE.

Reason: In the interest of energy efficiency and sustainability.

#### **Condition 70 - Solar glare (Plot 2)**

Prior to the external facade works commencing for Building 2 of the development, a solar glare assessment shall be submitted to and approved in writing by the Local Planning Authority for that Building. The scheme shall set out how the solar glare impacts identified within the ES addendum have been mitigated. The buildings shall be constructed and completed in accordance with the approved details.

Reason: To ensure the safe operation of railways and avoid motorists being distracted by any glint or glare arising from solar reflection from building facades.

### **Condition 71 - Wind mitigation**

Prior to the commencement of the superstructure for each relevant phase or building, details of wind mitigation measures shall be submitted to and approved in writing by the Local Planning Authority for that phase or building. The wind mitigation measures shall be implemented in accordance with the approved details, be completed prior to the first occupation of the relevant phase/building and thereafter maintained as such.

Reason: In order to ensure that the amenity areas and public realm are usable for residents of the development and the public more generally.

### **Condition 72 - Sustainability strategy**

Notwithstanding the Sustainability Strategy hereby approved, a revised Sustainability Strategy shall accompany each Reserved Matters application for subsequent approval by the Local Planning Authority as part of that process.

Reason: In the interests of sustainable development.

### **Condition 73 - Overground assets protection**

Development of any phase / building shall not be commenced until detailed design and method statements (in consultation with London Overground) for each stage of the development for demolition, all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent) for the relevant phase / building, have been submitted to and approved in writing by the local Planning Authority which:

- provide details on all structures;
- provide details on the use of heavy plant;
- accommodate the location of the existing London Overground structures and tunnels;
- accommodate ground movement arising from the construction thereof; and
- mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the relevant phase / building is occupied.

Reason: To ensure that the development does not impact on existing London Overground transport infrastructure.

### **Condition 74 - Underground assets protection**

Development of any phase / building shall not be commenced until detailed design and method statements (in consultation with London Underground) for each stage of the development for demolition, all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent) for the relevant phase / building, have been submitted to and approved in writing by the local Planning Authority which:

- provide details on all structures;
- provide details on the use of heavy plant;
- accommodate the location of the existing London Underground structures and tunnels;
- accommodate ground movement arising from the construction thereof; and
- mitigate the effects of noise and vibration arising from the adjoining operations within the structures and tunnels.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in

order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the relevant phase / building is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure.

#### **Condition 75 - Rail for London assets**

Development of any phase / building shall not be commenced until detailed design and method statements (in consultation with Rail for London) for each stage of the development covering demolition, substructure and superstructure and all temporary works relating to the relevant phase / building have been submitted to and approved in writing by the Local Planning Authority which:

- provide details on all structures;
- provide details on the use of heavy plant;
- accommodate the location of the existing Rail for London Assets;
- accommodate Rail for London Operational and Maintenance requirements;
- accommodate ground movement arising from the construction thereof; and
- mitigate the effects of noise and vibration arising from the adjoining operations to the Rail for London Assets.

In addition, the design of the development shall ensure:

- Rail for London can undertake maintenance and as necessary renewal works without incurring any increased costs over the current situation on site. RfL cannot be responsible for cost of restricted access, demounting any fittings or any consequential costs of temporarily closing retail units during such a period.
- The station and any services remain compliant in terms of passenger safety, access, egress, driver or signal sighting, radio/ GSMR signals, lighting, fire and smoke regulations etc.
- No maintenance regime for the proposed development elevations facing the railway should be permitted which compromises the safe, efficient and economic operation of the railway.

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby permitted which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed, in their entirety, before any part of the relevant phase / building is occupied.

Reason: To ensure that the development does not impact on existing Rail for London transport infrastructure.

#### **Condition 76 - Bat and bird boxes**

No phase or building shall be fully occupied until bird nesting and bat roosting boxes have been installed, and/ or bat roosting bricks and/ or bird nesting bricks have been installed in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. The details shall accord with the advice set out in "Biodiversity for Low and Zero Carbon Buildings: A Technical Guide for New Build" (Published by RIBA, March 2010) or similar advice from the RSPB and the Bat Conservation Trust. The bat and bird boxes shall be retained as such.

Reason: In order to preserve and enhance the natural environment.

#### **Condition 77 - Landscaping**

A landscaping scheme for the public and private areas within each relevant phase or building of development shall be submitted to and approved in writing by the Local Planning Authority, prior to any superstructure works for that phase or building. Each scheme must include all areas of public realm, children's playspace and residents' communal amenity authorised for the relevant phase or building.

The detailed plan shall include the following details (where relevant):

- a.) The overall layout, including extent, type of hard and soft landscaping and proposed levels or contours;
- b.) The location, species and sizes of proposed trees and tree pit design
- c.) Details of soft plantings, including any grassed/turfed areas, shrubs and herbaceous areas;
- d.) Enclosures including type, dimensions and treatments of any boundary walls, fences, screen walls, barriers, railings and hedges;
- e.) Appropriate privacy buffer between communal amenity areas and private residential units;
- f.) Appropriate boundary planting between the proposed buildings and neighbouring residential properties;
- g.) Hard landscaping, including ground surface materials, kerbs, edges, ridged and flexible pavements, unit paving, steps and if applicable, any synthetic surfaces;
- h.) Street furniture, including type, materials and manufacturer's specification, if appropriate;
- i.) Details of children's play space equipment and structures, including key dimensions, materials and manufacturer's spec if appropriate;
- j.) A statement setting out how the landscape and public realm strategy provides for disabled access, ensuring equality of access for all, including children, seniors, wheelchairs users and people with visual impairment or limited mobility.

The approved landscaping scheme shall be completed/ planted during the first planting season following practical completion of the relevant phase or building of the development. The landscaping and tree planting shall have a two-year maintenance and watering provision following planting.

Any plants, shrubs or trees required as part of the implementation of the landscaping reserved matters and/ or associated with any building and/ or plot that die or are removed, damaged or become diseased within a period of FIVE years from the substantial completion of the relevant phase or building shall be replaced to the satisfaction of the Local Planning Authority in the next planting season with others of a similar size and species unless the Local Planning Authority gives written consent for a variation.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason: In the interest of biodiversity, public safety, sustainability, and to ensure that the landscaping is of high design quality and provides satisfactory standards of visual amenity and the safe movement of pedestrians.

#### **Condition 78 - Heritage – phasing**

Prior to works of demolition of any buildings within the site or alteration of those buildings, a phased programme for carrying out the approved works to the heritage structures, namely the listed buildings, the former Goodsyrd structures that are proposed to be retained and the buildings on Sclater Street, shall be submitted in writing to and for approval by the Local Planning Authority. The programme shall include a proposed timeline and shall take into account the delivery of the new build elements of the scheme alongside the delivery of the repair, refurbishment and fit out of the heritage structures. The development shall be constructed in accordance with the approved programme, unless agreed in writing with the Local Planning Authority.

Reason: To ensure that special regard is paid to protecting the special architectural and historic interest and integrity of the building.

#### **Condition 79 - Heritage – recording**

Prior to the demolition of non-designated heritage assets, including but not limited to Vaults V3 to V9 and Roadway R5, these building elements shall be subject to a full photographic and textual recording of the standard indicated in the Historic England guidance document Understanding Historic Buildings: A Guide to Good Recording Practice (Historic England, May 2016). The recording should be at Level 3 as described in

Paragraph 5.3 and the record disseminated and published as described in Paragraphs 6.2 and 6.3 of that document. The work should be undertaken by a specialist contractor approved by the Local Planning Authority and in accordance with a Written Scheme of Investigation submitted to and approved in writing by the Local Planning Authority. The completed record shall be submitted to and approved by the Local Planning Authority, in writing, prior to the occupation of the development and shall then be submitted to the Greater London Historic Environment Record and Hackney Archives. The removal of historic fabric shall not be carried out otherwise than in accordance with the recording thus approved.

Reason: To provide the opportunity to record significant historic fabric before demolition work commences.

#### **Condition 80 - Heritage – education and interpretation**

Prior to first occupation of the development a Historic Interpretation Strategy Statement shall be submitted to and approved in writing by the Local Planning Authority. This shall include plans and details of the scheme to provide opportunities for education on the historic environment of the Goodsyard and surrounding area. This scheme shall include details of the location and form of any physical elements (such as interpretative panels, sculptures, murals, interactive or other features) and of the likely content and the heritage partners to be involved in the historical content of the opportunities. The scheme shall be implemented in accordance with the approved Statement and not otherwise.

Reason: In the interests of the provision of historical interpretation of the site.

#### **Condition 81 - Heritage – cultural space**

Prior to the commencement of development of the relevant phase, further detail shall be provided of the proposed development of the Cultural Space forming part of Plot 3. The detail shall include a survey of existing historic features (if any), all proposed works to the structure and the proposed internal finishes and fit out. These shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved statement and not otherwise.

Reason: In order to ensure that the significance of this part of the non-designated heritage asset is conserved.

#### **Condition 82 - Architect retention**

The existing architects for Building 2, or other such architects as approved in writing by the Local Planning Authority, acting reasonably, shall undertake the detailed design of their respective part of the project.

Reason: In order to retain the design quality of the development in the interest of the appearance of the development.

#### **Condition 83 - Digital connectivity (full fibre)**

Prior to commencement of each building detailed plans shall be submitted to and approved in writing by the local planning authority demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development. The development shall be carried out in accordance with these plans and maintained as such in perpetuity.

Reason: To provide high quality digital connectivity infrastructure to contribute to London's global competitiveness.

#### **Condition 84 - Air Quality Positive**

Prior to the commencement of each phase of development, an Air Quality Positive Statement (AQPS) shall be submitted to and approved in writing by the local planning authority. The AQPS shall set out measures that can be implemented across the phase that improve local air quality as part of an air quality positive approach, in line with the latest GLA Air Quality Positive Guidance. The measures set out with the AQPS for each phase shall be



implemented in accordance with the details so approved, and thereafter retained, unless otherwise agreed in writing by the local planning authority.

Reason: To protect and improve local air quality.

### **Condition 85 - Free drinking water**

Prior to commencement of Plot 7, plans and details shall be submitted to and approved in writing by the local planning authority demonstrating the provision and future management of free drinking water within the public realm. The plans and details shall show the location and design of the proposed drinking water infrastructure, along with measures to ensure its future maintenance and management. The development shall be carried out in accordance with these plans and details, and drinking water made available to the public for free in accordance with the plans and details in perpetuity.

Reason: To ensure sustainable provision of free drinking water, to minimise plastic waste.

### **Condition 86 - Community Infrastructure Levy (phased development)**

This planning permission is a phased planning permission for the purposes of the Community Infrastructure Levy Regulations 2010 (the "CIL Regulations"). It permits development to be implemented in phases. Each and every one of the Preparatory Works Phases and the Construction Phases shall be treated as a separate phase and a separate chargeable development for the purposes of the CIL Regulations.

"Preparatory Works Phase" means a phase of development comprised only of any of the following works ("Preparatory Works"):

- (a) demolition
- (b) site clearance
- (c) ground investigation
- (d) archaeological investigation
- (e) bulk earthworks
- (f) construction of boundary fencing or hoardings
- (g) noise attenuation works
- (h) construction of temporary highways accesses
- (i) laying and diversion of services
- (j) decontamination and remediation works
- (j) rail infrastructure works
- (k) piling relating only to the construction of the 8 track reserve box under Plot 2
- (l) foundations relating only to the construction of the 8 track reserve box under Plot 2
- (m) repairs to existing structures

"Construction Phase" means a phase of development comprising works other than Preparatory Works, including all other piling and foundation works.

Reason: To assist with the identification of each chargeable development and the calculation of the amount of CIL payable in respect of each chargeable development in accordance with the Community Infrastructure Levy Regulations 2010 (as amended).

## **Informatives**

### **1. S106 agreement**

It should be noted that there is a separate legal agreement which relates to the development for which this permission is granted.

### **2. Cross-boundary application**

This is a cross-boundary planning application, permitting development across the whole site, but with two separate decision notices which together form the grant of planning permission. This decision notice relates only to the parts of the development within the London Borough of Hackney and should be read in conjunction with decision notice GLA/1200cd/12, which relates only to development within the London Borough of Tower Hamlets.

### **3. Thames Water assets**

The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <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](mailto:developer.services@thameswater.co.uk) Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, 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/Working-near-or-diverting-our-pipes>.

### **4. Thames Water groundwater**

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [wwgriskmanagement@thameswater.co.uk](mailto:wwgriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.

**5. CIL phasing** - this planning permission is as a 'Phased Planning Permission' for the purposes of the CIL Regulations 2010 (as amended). 'Phased Planning Permission' has the meaning defined in the interpretation section of the Regulations at 2(1). Regulation 9(4) of the CIL Regulations 2010 (as amended) states that in the case of a grant of Phased Planning Permission, each CIL Phase of the development is a separate chargeable development and will in turn attract its own CIL Liability.

**6. Pre-commencement conditions** – The pre-commencement conditions attached to this decision notice are considered necessary to be dealt with as pre-commencement conditions because the relevant information was not available for consideration during the assessment.

**7. EIA Regulations** – The environmental information for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) has been taken into account in the consideration of this case.

### **Statement of positive and proactive action in dealing with the application**

In dealing with this application, the Mayor, acting as the Local Planning Authority, has expeditiously considered the application against all relevant national, regional and local planning policy; and has decided to grant planning permission in accordance with the recommendation in GLA Representation Hearing report GLA/1200cd/07. The Mayor has, therefore, worked in a positive, proactive and creative manner in relation to dealing with this planning application in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015 and paragraph 38 of the National Planning Policy Framework. The proposal is considered to be a sustainable form of

development and so complies with the provisions of the National Planning Policy Framework.

A handwritten signature in black ink that reads "John Finlayson". The signature is written in a cursive style with a long horizontal line extending from the end of the name.

**John Finlayson**  
Head of Development Management

Notes:

This is a planning permission only. It does not convey any approval or consent that may be required under Building Regulations or any other enactment.

## **NOTES TO APPLICANTS**

### **Statement of Applicant's Rights arising from the refusal of planning permission or from the grant of permission subject to conditions.**

If you are aggrieved by the decision of the local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

If you want to appeal against your local planning authority's decision, then you must do so within 6 months of the date of this notice.

If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application, then you must do so within: 28 days of the date of service of the enforcement notice, or within 6 months of the date of this notice, whichever period expires earlier.

Appeals must be made using a form which you can get from the The Planning Inspectorate, Room 3 O/P, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN (Tel: 0303 444 5000) or online at <https://www.gov.uk/government/organisations/planning-inspectorate>.

The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

### **Purchase Notices and Compensation**

If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subjects to conditions, the owner may claim that the land cannot be put to a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances the owner may serve a purchase notice on the Council requiring the Council to purchase the land in accordance with the provision of Part IX or the Town and Country Planning Act 1990. In certain circumstances compensation may be claimed from the local planning authority if permission is refused or granted subject to conditions by the Secretary of State on appeal. These circumstances are set out in sections 169 and related provisions of the Town and Country Planning Act 1990.