

**Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT**

**Application No :** 18/03419/FULL1

**Ward:**  
**Cray Valley East**

**Address :** Stanbridge Limited Cray Valley Road  
Orpington BR5 2UB

**OS Grid Ref:** E: 546743 N: 168070

**Applicant :** Dajon Data Management Ltd

**Objections : No**

**Description of Development:**

Demolition of existing building and erection of a new two storey building to be used as a data/records processing/management centre (use class B1/B2/B8)

Key designations:

Areas of Archaeological Significance  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Smoke Control SCA 23

**Proposal**

Planning permission is sought for demolition of the existing building and erection of a new two storey building; measuring approximately 933sqm, and between 7.8m-8.5m in height, to be used as a data/records processing/management centre (Use Class B1/B2/B8). The company is described as operating a scanning and recording function (mainly electronic records) and then a storage function of those records in racking units. There is stated to be no requirement for large commercial vehicles such as HGVs, moreover smaller commercial vehicles and only a few staff vehicles.

The application was supported by the following documents:

- Application forms,
- Application drawings,
- Planning Statement

**Location and Key Constraints**

The application site is Beaumont House, Cray Valley Road, Orpington, (otherwise known as Stanbridge Ltd), a roughly rectangular site located on the northern side of the highway between the junctions with Lynton Avenue and Faraday Way. The land is predominantly level with boundaries marked by a mixture of 1.8m high chain link fencing, close boarded fencing, trees and vegetation. The site is currently occupied by a part single storey/part two storey building measuring approximately 909sqm; the part to the front nearest the highway is a single storey brick construction with a part flat roof and corrugated sheet dual pitched roof measuring a maximum of 5mm in height, and the part nearest the back is a two storey brick construction building with a flat roof measuring approximately 7.8m in height. The building almost occupies the entire plot with the remaining area around the

front (south) mainly comprising a service/delivery yard and side (west) mainly comprising staff car parking. At the time of the current Case Officer's visit the building appeared to be in use as a light industrial manufacturing purpose and Stanbridge Ltd. is described as manufacturing and supplying washing/cleaning/sanitary equipment including specialist taps, sinks, disinfectors, sterilisers and sluices to hospitals and care homes. According to the Council's planning records it has a lawful B1 light industrial Use. The area is residential in its general nature however the application site lies within and at the western edge of the St Mary Cray Business Area which is generally occupied by and is encouraged to be occupied by B1 and B8 Uses.

### **Comments from Local Residents and Groups**

Nearby owners/occupiers were notified of the application and no representations were received.

### **Comments from Consultees**

Environmental Health Pollution Officer: No objection.

Highways: There appears to be some conflict in the swept path analysis for the cars with the building and some of the parking bays. However some of the parking spaces have been repositioned at the front of the site where manoeuvring is easier and there is also parking space at the rear. Overall it would appear that at least 10 spaces could be provided and on balance this would be acceptable although the detailed layout should be provided for approval through planning condition together with cycle parking, and provisions for construction traffic during construction.

### **Policy Context**

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

- (a) the provisions of the development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations.

Section 38 (6) of the Planning and Compulsory Purchase Act (2004) makes it clear that any determination under the planning acts must be made in accordance with the development plan unless material considerations indicate otherwise.

The National Planning Policy Framework was published on 24th July 2018. According to paragraph 48 of the NPPF decision makers can also give weight to relevant policies in emerging plans according to:

- (a) The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- (b) The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- (c) The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF.

The Council is preparing a Local Plan. The submission of the Draft Local Plan was subject to Hearings from 4th December 2017 and the Inspectors report is awaited. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

The development plan for Bromley comprises the Bromley UDP (July 2006), the London Plan (March 2016) and the Emerging Local Plan (2016). The NPPF does not change the legal status of the development plan.

#### London Plan Policies

- 2.6 Outer London: vision and strategy
- 2.17 Strategic Industrial Locations
- 4.1 Developing London's Economy
- 4.4 Managing Industrial Land and Premises
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 6.9 Cycling
- 6.10 Walking
- 6.12 Road Network Capacity
- 6.13 Parking
- 6.14 Freight
- 7.4 Local character
- 7.5 Public Realm
- 8.3 Community Infrastructure Levy

#### Unitary Development Plan

- BE1 Design of New Development
- BE7 Railings, Boundary Walls and Other Means of Enclosure
- EMP4 Business Areas
- NE7 Development and Trees
- ER7 Contaminated Land
- ER10 Light Pollution
- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T3 Parking
- T5 Access for People with Restricted Mobility
- T7 Cyclists
- T10 Public Transport
- T15 Traffic Management
- T17 Servicing of Premises
- T18 Road safety

#### Emerging Local Plan

- 13 Renewal Areas
- 17 Cray Valley Renewal Area
- 30 Parking
- 37 General design of development
- 73 Development and trees
- 80 Strategic Economic Growth
- 81 Strategic Industrial Locations (SIL)
- 84 Business Improvement Areas
- 118 Contaminated Land
- 122 Light Pollution
- 120 Air Quality
- 119 Noise Pollution
- 123 Sustainable design and construction

## Supplementary Planning Guidance

LBB SPG 1: General Design Principles

MoL SPG: "Accessible London: Achieving an Inclusive Environment" (2014)

MoL SPG: Sustainable Design and Construction

National Planning Policy Framework (NPPF) (2012) and National Planning Practice Guidance (NPPG) must also be taken into account.

## Planning History

The relevant planning history relating to the application site is summarised as follows (to be listed in date order with oldest first):

There is a limited planning history which includes application WK/7/59/690 which was granted in February 1960 for an extension to a printing works. It is understood that a printing works was opened on the site prior to 1960 but no planning history can be traced. The printing company is believed to have operated at the site until approximately 2006.

09/00894/ELUD - Use of premises for Class B1 light industrial purposes (unconditionally) was granted on 4 June 2009 and this existing according to the current Case Officer's site visit this use still appears to be being carried out.

Sun Chemical (adjoining and opposite Stanbridge Ltd.)

17/00279/FULL3 - The redevelopment of an existing 2.38 hectare site for 13,975sqm of B1b (research and laboratory), B1c (light industrial), B2 (general industrial) and B8 (storage and distribution) use, with associated parking, service area and landscape. (Including adjacent plot on corner of Cray Valley Road and Faraday Way - Car Park Cray Valley Road Orpington BR5 2EY) was approved on 17 August 2017. According to the Council's records many of the associated planning conditions have been approved and at the time of the current Case Officer's site visit the adjoining site on the corner of Faraday Way was enclosed by construction hoarding and works appeared to be underway on the site opposite at the corner of Lynton Avenue indicating that this permission is likely to be implemented if not already implemented.

## Considerations

The main issues to be considered in respect of this application are:

- Principle
- Use
- Design and landscaping
- Neighbouring amenity
- Highways
- Sustainability
- Other (drainage/flooding/noise/pollution)
- CIL

## **Assessment**

### Principle

The site lies within an urban area and a Business Area where there is no objection in principle to new development subject to an assessment of the impact of the proposal on the appearance/character of the building, the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications and the heritage impacts.

### Land Use

As mentioned above there is no objection in principle to new development and furthermore according to Policy EMP4 in the Business Areas Use Classes B1, B2 and B8 may be permitted. The proposal would partially utilise the existing lawful B1 Use for the ancillary office functions however the main activity of the business would entail the B2 processing and B8 storage functions. Nonetheless, as mentioned in Policy EMP4 all these of these Uses would be permissible within this Business Area and therefore there would be no conflict with this Policy.

### Design and landscaping

Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

Paragraph 124 of the NPPF (2018) states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 127 of the NPPF (2018) requires Local Planning Authorities to ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities). New development shall also establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.

The proposal would consist of a large 2 storey commercial warehouse type facility finished in a grey cladding type material. This would differ somewhat from the existing low scale part single storey/part two storey brick building however the proposal is viewed in the context of the site location within the Business Area and indeed in relation to other commercial buildings including the recent permission 17/02279/FULL3 at the adjacent and

opposite site(s). Nonetheless the proposal would not enlarge the existing building footprint significantly which, as described by the Applicant, would essentially be squared-off infilling some of the existing niches. As such the main difference would be the erection of the two storey building in the place of the existing single storey element. Nonetheless, the building would be relatively well separated from its boundaries such that it would not lead to an overdevelopment or a cramped appearance having regard to the neighbouring properties and buildings including the approved neighbouring commercial scheme which appears to be under construction. The proposed design would be more modern and would integrate well with those of the existing and approved neighbouring units as well as the Orpington Gateway site mentioned by the Applicant. The general principle of the external material composition would appear to be acceptable subject to the detailed design and specification which could be managed by planning condition.

As mentioned the application site is mainly covered by building(s) or hard surfacing. There are some trees and some vegetation around the boundaries however it appears to be generally positioned outside the site. The proposal would incorporate some additional planting particularly at the site frontage which is currently relatively sparse and this would assist in softening the appearance of the building within the street scene and providing some visual enhancement and could be managed by planning condition.

#### Neighbouring amenity

Policy BE1 of the UDP seeks to protect existing residential occupiers from inappropriate development. Issues to consider are the impact of a development proposal upon neighbouring properties by way of overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance.

The application site abuts the Business Area and commercial units to the north, east and south (on the opposite side of Cray Valley Road) and as such the closest buildings to the application site are mainly other commercial and business units. In this respect, and taking into account the approved scheme 17/02279/FULL3, the site and the proposed new building would not abut residential properties on those sides and consequently the resulting impacts would be different to those experienced by residential properties.

The closest neighbouring residential dwellings at Nos. 24-30 Lynton Avenue are separated from the application site boundary by between 10m-17m, and the other residential properties in Lynmouth Rise which generally have longer gardens; are separated from the application site boundary by more than 20m. According to the submitted drawings the proposed building would measure between 5m-7.5m from the eastern site boundary and therefore it would be separated from the dwellings at Nos. 24-30 Lynton Avenue by between 16m-28m from and from the properties in Lynmouth Rise by between approximately 26m-28m.

The majority of the existing building is single storey with a dual pitched roof measuring approximately 5m high and the remaining part nearest the rear has a flat roof measuring approximately 7.8m high. The proposed replacement building would measure approximately 7.8m to the eaves and the shallow pitched roof measuring an additional 0.7m in height would be relatively imperceptible however given the distance of separation from the neighbouring properties and the use of relatively subtle external materials the additional increase in height and bulk, over and above that of the existing building would not have a significantly greater impact in terms of overbearing effect or overshadowing. Given its proposed use there would be minimal windows in the proposed new building and the windows in the proposed office areas could be fitted with obscure glazing and restricted opening and/or high level positioning as necessary in order to preserve the privacy amenities of the neighbouring residential properties.

There is no objection from the Council's Environmental Health Department with regard to other potential impacts of the building and the proposed Use(s) within it on the amenities of the neighbouring properties. Notwithstanding this and although it is noted that the nature of this particular business is unlikely to lead to noise and disturbance other B1/B2/B8 Uses could be more disruptive and as such it would be prudent to manage the hours of operation in the interest of the neighbouring privacy amenities, by planning condition.

### Highways

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The NPPF clearly states that transport issues should be considered from the earliest stage of both plan making and when formulating development proposals and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed

London Plan and UDP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Car parking standards within the London Plan, UDP and emerging draft Local Plan should be used as a basis for assessment.

Although the intended business is stated not to require significant on-site parking it is possible that other B1/B2/B8 Uses may have greater requirement. Notwithstanding some discrepancy in the proposed parking layout, orientation and manoeuvring the Council's Highway Department considers that the site appears to be capable in principle of providing sufficient parking and the detailed design (and bicycle parking) could be managed and its provision secured by planning condition.

### Sustainability

The NPPF requires Local Planning Authorities to adopt proactive strategies to mitigate and adapt to climate change. London Plan and Draft Local Plan Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions.

Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime. Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the hierarchy; Be Lean: use less energy; Be clean: supply energy efficiently and Be green: use renewable energy.

By its nature the proposed Use is likely to have a significant energy demand and in any event the London Plan encourages all new development to minimise carbon dioxide emissions. For non-domestic buildings Policy 5.2A and the GLA's monitoring indicates that at present a 35% reduction in carbon dioxide emissions through on-site technology/techniques is achievable. The proposal does not specify such details and as such it would be prudent to manage this by planning condition.

## CIL

The Mayor of London's CIL is a material consideration. CIL is not payable on this application and the applicant has completed the relevant form.

### **Conclusion**

Having had regard to the above it is considered that the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area or

Background papers referred to during production of this report comprise all correspondence on the files set out in the Planning History section above, excluding exempt information.

### **Recommendation: PERMISSION BE GRANTED**

#### **Subject to the following conditions:**

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

**Reason: To comply with Section 91, Town and Country Planning Act 1990.**

- 2 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

**Reason: In order to comply with Policy BE1 of the UDP and in the interests of visual and residential amenity.**

- 3 Prior to commencement of above ground works details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:**

**(i)**

- 1. A scaled plan showing all existing vegetation to be retained and trees and plants to be planted which shall include use of a minimum of 30% native plant species of home grown stock (where possible) and no invasive species;**
- 2. Proposed hardstanding and boundary treatment;**
- 3. A schedule detailing sizes and numbers of all proposed trees/plants;**
- 4. Sufficient specification to endure successful establishment and survival of new planting.**

**(ii) There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority.**

**(iii) Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific**

permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

Reason: In order to comply with BE1, NE7 and NE8 of the Unitary Development Plan to secure a visually satisfactory setting for the development and to protect neighbouring amenity.

4 (a) Prior to commencement of the development hereby approved (excluding any ground clearance or demolition) a scheme for the provision of surface water drainage shall be submitted and approved in writing by the local planning authority.

(b) Before the details required to satisfy Part (a) are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system (SuDS) to ground, watercourse or sewer in accordance with drainage hierarchy contained within the London Plan Policy 5.13 and the advice contained within the National SuDS Standards.

(c) Where a sustainable drainage scheme is to be provided, the submitted details shall:

(i) provide information about the design storm period and intensity, the method employed to delay (attenuate) and control the rate of surface water discharged from the site as close to greenfield runoff rates (8l/s/ha) as reasonably practicable and the measures taken to prevent pollution of the receiving groundwater and/or surface water

(d) The drainage scheme approved under Parts a, b and c shall be implemented in full prior to first occupation of the development hereby approved

Reason: Details are required prior to the commencement of any new operational development in order to ensure that a satisfactory means of surface water drainage, to reduce the risk of flooding can be achieved before development intensifies on site and to comply with the Policy 5.13 of the London Plan.

5 Prior to the commencement of the development hereby approved (including demolition and all preparatory work) provision shall be made to accommodate operatives and construction vehicles off-loading, parking and turning within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority and such provision shall remain available for such uses to the satisfaction of the Local Planning Authority throughout the course of development.

Reason: Required prior to commencement of development to ensure sufficient measures can be secured throughout the whole build programme in the interests of pedestrian and vehicular safety and the amenities of the area and to accord with Policy T18 of the Unitary Development Plan.

6 Prior to commencement of the development hereby approved (excluding demolition), a scheme showing the distribution of light on and around the site, as well as details of the lighting (including the appearance, siting and technical details of the orientation and screening of the lights and the means of construction and laying out of the cabling) shall be submitted to the Local Planning Authority.

(ii) After written approval has been granted Under Part i, the scheme of lighting shall be installed in full accordance with the approved details; and on completion a verification report shall be submitted to the Local Planning Authority for written approval. The Report should include

photographs and measurements where necessary and shall be produced by a suitably qualified person to confirm that lighting has been installed in accordance with the approved scheme.

(iii) The use shall not commence until written approval has been granted by the Local Planning Authority under Part ii of the condition, and thereafter the approved scheme shall be permanently maintained in an efficient working manner and no further lighting shall be installed on the site without the prior approval in writing by the Local Planning Authority.

Reason: Required prior to commencement of development in order to ensure that adequate lighting including provision for cabling can be achieved, in the interest of amenity and public safety and to comply with Policy ER10 of the Unitary Development Plan.

7 (a) Details of the proposed boundary treatments including any gates, walls or fences shall be submitted to and approved in writing by the local planning authority prior to commencement of the above ground works.

(b) The approved boundary treatments shall be implemented prior to occupation of the buildings and retained in perpetuity.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of visual amenity and the amenities of adjacent properties.

8 Prior to commencement of above ground works, details (including samples) of the materials to be used for the external surfaces of the building which shall include roof cladding, wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving where appropriate shall be submitted to and approved in writing by the Local Planning Authority.

(b) The works shall be carried out in accordance with the approved details.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.

9 Details of arrangements for bicycle parking (including covered storage facilities where appropriate) shall be submitted to and approved in writing by the Local Planning Authority prior to construction of any above ground works

(b) The arrangements as approved under part (a) shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

Reason: In order to comply with Policy T7 of the Unitary Development Plan and Policy 6.9 of the London Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

10 Prior to commencement of any above ground works a scheme for reducing 35% of the predicted carbon dioxide emissions of the development from decentralised renewable and/or low carbon sources (as defined in the GLA Guidance: Energy Planning) shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before the development is first occupied and shall remain operational for the lifetime of the development.

**Reason:** In order to seek to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policies 5.1, 5.2, 5.3, 5.4A and 5.7 of The London Plan.

- 11** a) Details of a scheme to light the access drive and car parking areas hereby permitted shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of above ground works.  
(b) The approved scheme shall be self-certified to accord with BS 5489 - 1:2003.  
(c) The lighting scheme as shall be implemented in full accordance with details submitted under Part (a) before the development is first occupied and the lighting shall be permanently retained thereafter.  
**Reason:** In order to comply with Policy T3 and Appendix II of the Unitary Development Plan in the interest of visual amenity and the safety of occupiers of and visitors to the development.
- 12** Before the development hereby permitted is first occupied the proposed upper floor west facing window shall be obscure glazed to a minimum of Pilkington privacy Level 3 and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and the window (s) shall subsequently be permanently retained as such.  
**Reason:** In the interests of protecting residential amenity in accordance with Policy BE1 of the UDP.
- 13** (a) Details of parking spaces and/or garages and sufficient turning space shall be submitted to and approved in writing by the Local Planning Authority.  
(b) Such provision as approved under part (a) shall be completed before the commencement of the use of the land or building hereby permitted and shall thereafter be kept available for such use.  
(c) No development whether permitted by the Town and Country Planning (General Permitted Development Order) 2015 (or any Order amending, revoking and re-enacting this Order) or not, shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.  
**Reason:** In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.
- 14** Parking bays shall measure 2.4m x 4.8m and there shall be a clear space of 6m in front of each space to allow for manoeuvring and these spaces shall be permanently retained as such thereafter.  
**Reason:** In order to comply with Appendix II of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.
- 15** While the development hereby permitted is being carried out a suitable hardstanding shall be provided with wash-down facilities for cleaning the wheels of vehicles and any accidental accumulation of mud of the highway caused by such vehicles shall be removed without delay and in no circumstances be left behind at the end of the working day.  
**Reason:** In the interest of pedestrian and vehicular safety and in order to comply with Policy T18 of the Unitary Development Plan.

**16** Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order amending, revoking and re-enacting this Order) the building hereby permitted shall only be used for purposes within Classes B1(b), B1(c), B2 and B8 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) and for no other purpose. There shall be no change of use whether allowed by the Town and Country Planning (Use Classes) Order 1987, the Town and Country Planning (General Permitted Development) (England) Order 2015 or any Order amending, revoking and re-enacting these Orders.

**REASON:** In the interest of the amenities of the area and to safeguard the supply of industrial land in the Borough, in compliance with Policies BE1 and EMP4 of the Unitary Development Plan and Policy 2.17 of the London Plan.

**17** No additional floor space shall be provided within the building hereby permitted without the prior written approval of the Local Planning Authority.

**REASON:** In order to comply with Policies EMP4, T3 and T18 of the Unitary Development Plan, to accord with the terms of the application and prevent overdevelopment of the site or inadequate levels of parking on site.

**18** The Use hereby permitted shall not operate outside the following hours:  
0700hrs to 1900hrs from Monday to Friday,  
0900hrs to 1700hrs on Saturdays, and  
At no time on Sundays and Bank Holidays.

**REASON:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the area.

**19** Prior to commencement of development (excluding demolition) details of the proposed slab levels of the building(s) and the existing site levels shall be submitted to and approved in writing by the Local Planning Authority . The development shall be completed strictly in accordance with the approved levels.

**Reason:** Required prior to commencement in order to ensure that a satisfactory form of development can be undertaken on the site in the interest of visual amenity and to comply with Policy BE1 of the Unitary Development Plan.

**You are further informed that:**

**1** Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available to view on Bromley Council's web site.

**2** If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.

- 3**      **The Applicant is reminded of their requirements and responsibilities according to The Party Wall etc. Act 1996. Further details can be found at the following address:  
[https://www.planningportal.co.uk/info/200187/your\\_responsibilities/40/other\\_permissions\\_you\\_may\\_require/16](https://www.planningportal.co.uk/info/200187/your_responsibilities/40/other_permissions_you_may_require/16)**