

Committee Date	18/03/2020	
Address	Land Rear Of Tesco Stores Edgington Way Sidcup	
Application number	18/05599/FULL1	Officer Victoria Wood
Ward	Cray Valley East	
Proposal (Summary)	Construction of 13 units to be used for Use Classes B1(c), B2 and B8 together with access from Edgington Way, Sidcup and creation of access from the Fitzroy Business Park, car parking and associated works.	
Applicant	Chancerygate No. 5 Limited	Agent DWD
c/o Agent	6 New Bridge Street London EC4V 6AB United Kingdom	
Reason for referral to committee	Outside delegated authority	Councillor call in No

RECOMMENDATION	PERMISSION SUBJECT TO LEGAL AGREEMENT
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<p>KEY DESIGNATIONS</p> <p>Areas of Archeological Significance Biggin Hill Safeguarding Area Adjacent to Green Belt London City Airport Safeguarding Sites of Interest for Nat. Conservation Smoke Control SCA 20 Sites of Special Scientific Interest Strategic Industrial Location</p>
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Land use Details		
	Use Class or Use description	Floor space (GIA SQM)
Existing	None	None
Proposed	Classes B1(c), B2 and B8	10,383 m ²

Vehicle parking	Existing number of spaces	Total proposed including spaces retained	Difference in spaces (+ or -)
Standard car spaces	0	143	+143
Disabled car spaces	0	13	+13
Cycle	0	33	+33

Electric car charging points	32 (20% of total) with a passive provision for future electrification.
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Representation summary	Neighbour letters were sent 23.01.2019 and again on 09.05.2019 A site notice was displayed on 05.03.2019 A press advert was published on 30.01.2019
Total number of responses	15
Number in support	1
Number of objections	14

Section 106 Heads of Term	Amount	Agreed in Principle
<ul style="list-style-type: none"> £20,000 to upgrade the SCOOT traffic control system at Crittals Corner secured by s106 A vehicle monitoring protocol to limit site traffic to be secured by s106 	£20,000	Yes

<ul style="list-style-type: none"> • Reviewing and revising the road markings for the A223 Edgington Way/Tesco Access to be secured by s106 		<p>Following discussion with the agent and highway officers there is no need to include this requirement and as such this has been removed.</p>
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UPDATE

This application was deferred without prejudice by Members of the Development Control Committee at the meeting held on the 28th January 2020, for the following reasons:

- 1 For further work to be carried out by the Highways Team to assess Sandy Lane's capacity to deal with additional traffic.
- 2 To seek confirmation from the freeholders of Fitzroy Business Park that they agree to the proposals; and
- 3 To seek the provision of 20% active and 80% passive electric vehicle charging points.

Each point will be addressed in turn:

1 – Highways:

Additional information has been received from the Applicant's Consultants with particular reference to the AM peak modelling which was where concerns had been raised. Looking at the AM peak trip generation, vehicle trip rates were derived from the industry standard TRICS database, which allows predictions to be made of likely trip generation based on surveys of existing sites within the same land use. The calculations are based on sqm Gross Floor Area (GFA), rather than the number of parking spaces, where the latter can vary according to parking standards between different authorities.

The results of the modelling showed that there were no issues at the junction of Fitzroy Business Park and Sandy Lane, with plenty of spare capacity. The Ruxley Corner roundabout currently operates at approximate capacity in the morning peak. The modelling showed an increase in queue length of around 6 vehicles as oppose to 2 vehicles with the single access scheme.

The Consultants have stated that the calculations that have been presented are considered to be extremely robust for a number of reasons including that the assessment is based on all of the proposed floorspace being taken up by B1c/B2 occupiers when the developers have indicated that the vast majority of their developments are occupied by B8 land uses (which have lower vehicle trip rates). At the request of TfL, these trip rates

were then increased by a further 38% to reflect what they perceived to be the overprovision of parking against London Plan standard. The technical work informing the assessment followed an extended period of scoping and peer review with relevant statutory bodies, particularly TfL, to ensure that the assessment is robust.

The consultants have also pointed out that their client has agreed to a Vehicle Monitoring Protocol to keep track of the trips generated by the site, with financial penalties incurred, to go towards improving sustainable travel. The threshold at which these penalties become payable is 69 vehicle trips in the AM peak across the site as a whole. This is seen as further evidence of the confidence placed on the predicated trip rates by the Applicant.

Members raised concerns over the impact of the development in respect to the existing situation at Selco. It is understood that in the course of collecting baseline traffic information, video surveys were undertaken, one of which captured the interaction between vehicles seeking to pass lorries illegally parked on Sandy Lane. This shows that two way traffic still flows past a parked lorry, even taking into account queues onto Ruxley Corner roundabout. These surveys were used to calibrate the baseline junction model.

The aerial photo below from 2014 also shows 2 way traffic flows past parked lorries.



Looking at the evidence the modelling of the roundabout has been carried out in the normal way the Highway Officers would expect and it has been scrutinised in depth by TfL. There will be an impact on Sandy Lane and the Fitzroy Business Park from the proposed development but there is no evidence that it would be significant to indicate

that a ground of refusal could be supported. Consequently, there are no technical objections raised in this regard.

The estimated volume of traffic using this road is minimal (TRICS outputs are the highest in the AM peak between 08:00 – 09:00 am where the highest number of two way trips is 30) as shown in the traffic modelling data which has been provided.

TRICS outputs are the highest in the AM peak between 08:00 – 09:00 am where the highest number of two way trips is 30.

The TRICS outputs on which the trip rates are based are broken down by hour, i.e. 0800-0900, 0900-1000, 1000-1100 etc. The modelling undertaken uses 0800-0900, which is the highest hour in the AM period and the agent has set out below the number of trips generated via Sandy Lane for the different land use splits.

5584sqm GFA accessed via Sandy Lane	0800-0900		
	Arr	Dep	Two Way
B1/B2 Trip Rate per 100sqm	0.336	0.05	0.386
B8 Trip Rate per 100sqm	0.087	0.078	0.165
33% B1 / 33% B2 / 33% B8	14	3	17
100% B1	19	3	22
100% B1 + 38% uplift requested by TFL	26	4	30

To confirm, the equivalent number of trips generated for 0900-1000 would be 22, and for 1000-1100 would be 18.

The calculations already provided have been prepared to follow industry best practice and are extremely robust and have been examined by Bromley, Bexley and TfL Highway officers.

The calculations that have been presented are considered to be extremely robust for a number of reasons, including:

- The assessment is based on all of the proposed floorspace being taken up by B1c/B2 occupiers (which generate higher vehicle trip rates) when Chancerygate's experience is that an average of 90% of their developments are occupied by B8 land uses
- At the request of TfL, these trip rates were then increased by a further 38% to reflect what they perceived to be the overprovision of parking against London Plan standard

2 – Access:

The owners of the Fitzroy Business Park have been consulted as part of this application and have subsequently raised an objection with regards to highways which is set out below in the additional comments section.

The applicant has provided a copy of the original marketing material for the Fitzroy Business Park. The subject development is clearly shown as phase 2 of Fitzroy

Business Park. The access is also clearly showed as been through phase 1 Fitzroy Business Park. The only reason the applicant can provide dual access is by agreement with Tesco, from whom they purchased the site.

The Title allows the owner of phase 2, namely the applicant, the same rights and restrictions as the owners of units 1 – 11 in phase 1. Furthermore, the applicants will be required to pay towards the use of the estate road through phase 1, however this would ultimately be a private legal matter.

3 – Electrical Vehicle Charging Points:

The applicant has confirmed that they will provide 20% active and 80% passive electric vehicle spaces as per the emerging London Plan which is noted to be above the current London Plan and Bromley Local Plan standards.

Additional comments:

In addition further representations have been received from the Transport Consultant acting for the owners of the Fitzroy Business Park. They support the other scheme under ref: 18/05600/FULL1 with access only from Edgington Way for the following reasons.

- *There is no loss of parking capacity within Fitzroy Business Park*
- *No additional traffic is loaded upon Sandy Lane. As we discussed, Sandy Lane is already heavily parked and vehicles waiting to enter Selco obstruct southbound traffic*
- *By routeing via the Tesco store, a much smaller proportion of traffic to/from the scheme would need to travel via Ruxley Corner.*

In contrast they request the Council to refuse application 18/05599 for the following reasons:

- As can be seen from Google Maps, Sandy Lane north of the access is already heavily parked. Vehicles also park opposite the Fitzroy Business Park access, which means that vehicles turning right into the Business Park obstruct southbound traffic flow
- Formation of the access into the Chancerygate scheme will require the loss of an area within the Fitzroy Business Park which is used for vehicle parking. As the Fitzroy Business Park is already parked to capacity, it follows that formation of the access will force extra vehicles to park on Sandy Lane
- Additional traffic would also be loaded onto Sandy Lane as a result of the application
- The combination of additional traffic and parking on Sandy Lane is likely to add to existing congestion issues, which in turn could result in road safety issues
- There would be a greater impact upon Ruxley Corner as a higher proportion of traffic to/from the Chancerygate scheme would be routed via the roundabout.

Highway officers have reviewed this objection and confirm that there is no quantifying of the numbers of parking spaces likely to be lost in the Business Park. It is therefore assumed that it would only be where the new access joined the existing road which may result in a loss of around 3 spaces. There is controlled parking with double yellow lines

and parking bays where appropriate between Fitzroy Business Park and the roundabout. Whilst there may be a slight impact on parking, on balance this is not seen as significant.

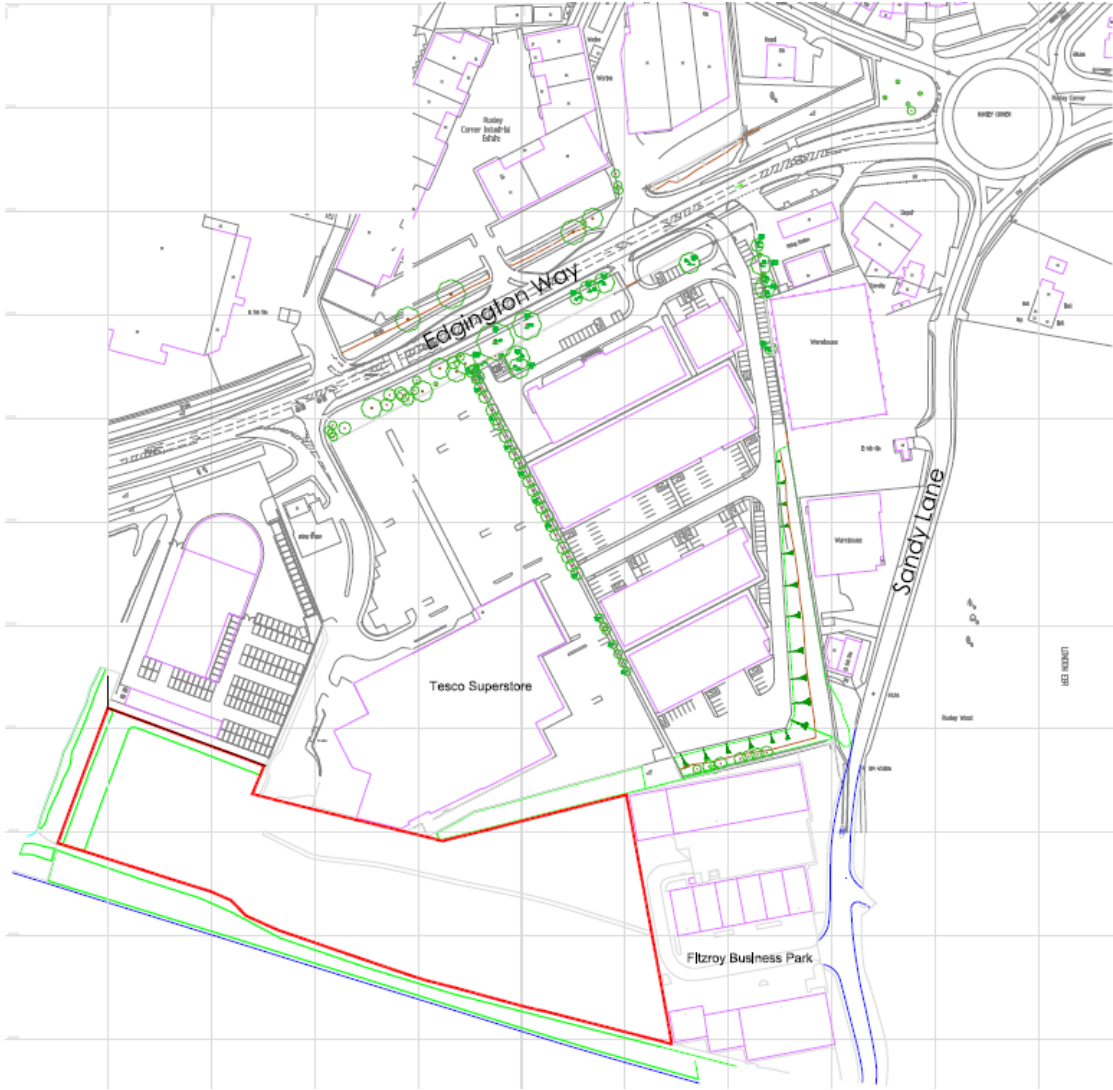
The original report is repeated below and updated where necessary.

1. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposed development would create good quality B1(c), B2 and B8 units;
- The site is located within the Cray Business Corridor (Foots Cray), which is recognised as a Strategic Industrial Location (SIL) and as such the principle of development is policy compliant and appropriate in this designated employment area.
- In addition, the proposal would bring a long standing, underutilised site, back into an industrial/commercial use in accordance with NNPF, London Plan and local policy aspirations;
- No unacceptable impact would arise to neighbouring occupiers; and
- No unacceptable Highways impacts would arise.

2. LOCATION

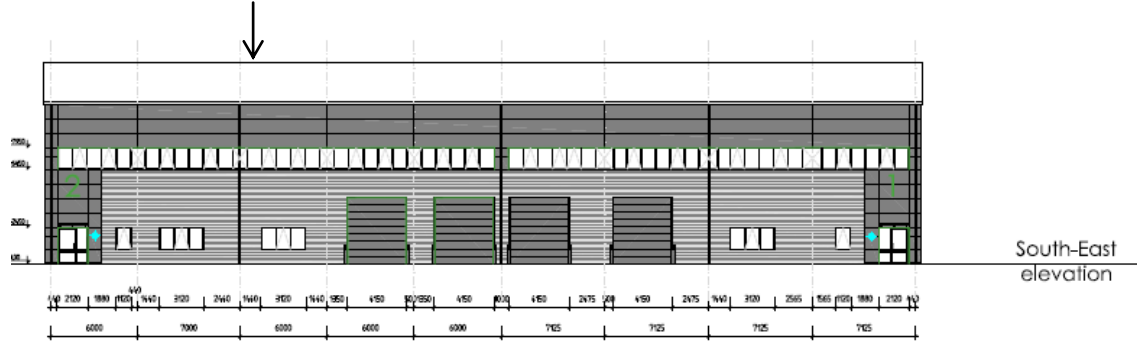
- 2.1 The proposed site is 2.06ha and located to the south of the Tesco Sidcup Superstore and Lancaster Sidcup Garage (Porsche), north of the A20 Sidcup By-Pass and is accessed from the existing site access road which serves Tesco and the Porsche Garage.
- 2.2 The area comprises of commercial buildings, mainly out-of-town retail, trade and industrial units.
- 2.3 The river Cray runs along the western boundary with the whole of the site within Flood Zone 1 (low risk of flooding) on the Environment Agency Flood Map and adjacent to Green Belt, a Site of Importance for Nature Conservation (SINC), a Site of Special Scientific Interest (SSSI). The site is within the Cray Business Corridor (Foots Cray), which is recognised as a Strategic Industrial Location (SIL).



3. PROPOSAL

3.1 The proposal is for the redevelopment of a 2.17ha site to accommodate 13 new B1c/B2/B8 units in 6 blocks with a total gross external area (GEA) of 11,190 m² with car parking and associated works with access from Fitzroy Business Park and Edgington Way, Sidcup.

Front elevation of Units 1 & 2





- 3.2 The proposed development will utilise an access from the Tesco superstore and from the Fitzroy Business Park, the traffic generated will be split between the two-accesses with pedestrian and cycle access again from both Fitzroy Business Park and Edgington Way.
- 3.3 The site is has a PTAL of 2, with areas surrounding the site between 1b and 2. The proposal would provide 156 onsite parking spaces including 13 disabled spaces, 32 with active electric vehicle charging points (20% of total) and 32 spaces with a passive provision for future electrification. The development proposes 33 cycle spaces.
- 3.4 The site is an undeveloped piece of land that was created by the construction of the Sidcup by-Pass in the late 80's/early 90's. The eastern part of the site (known as Fitzroy Business Park) was development in 2007.

4. RELEVANT PLANNING HISTORY

- 4.1 Under ref: 18/05600/FULL1 – Members resolved to grant planning permission subject to the completion of a S106 for the construction of 13 units to be used for Use Classes B1(c), B2 and B8 together with car parking and associated works with access from Edgington Way, Sidcup.
- 4.2 The development at Fitzroy Business Park is also considered relevant to this application:
- 4.3 At the Fitzroy Business Park under ref. 06/03868 permission was granted for the construction of 11 units for Class B1/B2/B8 use, car parking/access road and road improvement works to Sandy Lane.

- 4.4 Under ref. 07/02131 permission was allowed at appeal for the variation of condition 14 attached to permission ref. 06/03868 to allow opening between 06.30 and 20.00 hours Monday to Saturday and between 08.00 and 14.00 hours Sunday and Bank Holidays. This application was refused on the following ground:
- 4.5 Under ref. 07/02471 permission was granted for external ventilation flues to Unit 1.
- 4.6 Under ref: 07/03525 permission was allowed at appeal for the variation of condition 14 attached to permission ref. 06/03868 to allow opening between 06.30 and 20.00 hours Monday to Saturday.

5. CONSULATION SUMMARY

A) Statutory

5.1 TFL – Objection

- 5.2 TfL objects to this proposal as the proposed parking is in excess of, and therefore contrary to, both London Plan and LB Bromley policy relating to parking standards.
- 5.3 TfL also consider the proposals to be contrary to the NPPF and the delivery of sustainable development.

Summary of comments:

- 5.4 The applicants have presented clear evidence in their Transport Assessment (based on the TRICS database) which indicates a parking requirement of between 15 and 79 spaces depending on the land use.
- 5.5 Based on the applicant's presented evidence our assessment is that even London Plan standards would be an overprovision and with this lower level of provision no overspill parking is likely to take place.
- 5.6 The daily trip generation profiles forecast the movement of vehicles into and out of the site during each hour of the day and give a good indication of onsite parking accumulation / requirements. A higher level of parking will in turn lead to higher activity and trip generation.
- 5.7 LB Bexley has proposed the use of a Vehicle Monitoring Protocol which seeks to limit site traffic to agreed levels with the landowners incurring a charge if the volume of vehicles associated with the site exceeds these. TfL is fully supportive of this proposal and would want to see these set as:

	Transport Assessment
AM Peak (2-Way)	35
PM Peak (2-Way)	27
All day total (2-Way)	374
Parking requirement	79

(as set out in the applicant's Transport Assessment)

- 5.8 With regards to the Travel Plan, it is noted that the applicant is advertising generous on site car parking in its sales brochure which combined with proposed provision well above London Plan standards would appear to undermine the objectives and targets of the Travel Plan.
- 5.9 It is not clear why the information contained in the transport assessment could not have been used to populate with relevant information for this site rather than using an example for a development in Farnborough.
- 5.10 TfL consider that the Car Parking Management Plan contains little actual detail. There are no proposed enforcement measures to ensure that the plan is actually and effectively implemented. We would strongly suggest that a condition is imposed to enable consideration of a detailed Plan related to the ultimate development and which is site specific and addresses these matters. The car parking management plan and the travel plan will be crucial in controlling impacts on the highways and supporting more sustainable development.
- 5.11 For these reasons we would request that the application is either refused on the grounds of excessive and unjustified parking provision, or that any approval is based on a reduction of car parking to Policy compliant levels.
- 5.12 In line with draft London Plan Policy T9 to mitigate the transport impacts of the development, necessary and proportionate obligations are required towards sustainable travel including:
- £20,000 to upgrade the SCOOT traffic control system at Crittals Corner secured by s106
 - A vehicle monitoring protocol to limit site traffic to be secured by s106
 - ~~Reviewing and revising the road markings for the A223 Edgington Way/ Tesco Access to create additional capacity and prevent blocking back secured by s106.~~ (Following discussion with the agent and highway officers there is no need to include this requirement and as such this has been removed).
- 5.13 **LB Bromley Highways – No Objection**
- 5.14 There is a similar application for the site with access from Edgington Way (18/05600) which is referred to as Option 1. This proposes a route for pedestrians from Sandy Lane to the Tesco's access and to Edgington Way but not for vehicles. This appears to be the case at present.
- 5.15 This proposal, Option 2, has 13 units which would all be accessed from both Edgington Way and via Fitzroy Business Park.
- 5.16 The units will have a combined area of 10383m² GIA with 143 parking spaces plus 13 disabled spaces. This equates to one space per 80m². The spaces will be allocated to particular units. The site is within a low 1b / 2 PTAL area with poor accessibility to public transport and the on-street parking is also very limited. Consequently, although this is

slightly higher than the London Plan standards, I would have no objection to the parking provision.

- 5.17 Junction modelling has been carried out to assess the impact of the development. Sandy Lane, the only arm within LB Bromley on the Ruxley roundabout, shows a minimal increase in delays in the peak hours. Crittalls Corner gyratory was also modelled and Sevenoaks Way, again the only arm within LB Bromley, showed a minimal increase in delays and queues. LB Bromley is not the highway authority for Edgington Way or the other arms of the junctions. LB Bexley is the Highway Authority and TfL are a consultee as Edgington Way is a strategic route and I would accept their views on the impact of the proposal on these roads / junctions.
- 5.18 There is a planning permission for amendments to the Tesco access road (17/01687) which is stated will be completed ahead of this proposed development but I am not sure if that can be conditioned.
- 5.19 Please include the conditions regarding parking layout, hardstanding wash down facilities, cycle parking and Construction Management Plan with any permission
- 5.19.1 Following from the deferral from DC Committee on the 28/01/2020 additional comments were received to address concerns raised by Members which have been set out in the update section of this report.
- 5.20 **LB Bexley Highways – No Objection**
- 5.21 I note TfL's comments and objection to the level of car parking promoted in both applications. However due to the low PTAL rating of the site (0-1a), cars are likely to be the primary mode of travel. Parking provision slightly above the London Plan maximum standard is therefore considered acceptable and will reduce the possibility of parking congestion within the site and overspill onto surrounding highways.
- 5.22 Having reviewed the junction modelling and noted TfL's comments I can confirm that Bexley as Highway Authority have no further objections to these proposals subject to the imposition of various planning conditions and S106 obligations referred to in TfL's letter. However the mitigation measure requiring a review and possible revision of the road markings for the A223 Edgington Way/ Tesco Access to create additional capacity and prevent blocking back to be secured by s106 needs further discussion with Bexley and may be more expedient if the review and any subsequent alterations were secured by way of Grampian condition.
- 5.23 **Environment Agency – No Objection**
- 5.24 We have reviewed the document 'Foundation Works Risk Assessment' by Ramboll (reference 1700003212 V02 dated 18/07/2019). This document summarises the site's contamination status (low) and provides justification for the use of Vibro Stone Columns and Sheet Piling methodologies which we deem acceptable. In our previous response ref. SL/2019/119009/01-L01 we recommended a number of conditions, one of which was the submission of a piling risk assessment to identify any potential risk from piling activities on parts of a site where an unacceptable risk is posed to Controlled Waters.

- 5.25 From the submission of the risk assessment we wish to update our previous response to reflect the additional information submitted.
- 5.26 We consider that planning permission should only be granted to the proposed development as submitted if the following planning conditions are imposed relating to contamination, sustainable water drainage and piling.
- 5.27 **Thames Water – No Objection**
- 5.28 Thames Water would advise that they would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. No objections subject to informatives to applicant regarding.
- 5.29 With regards to surface water, no objections are raised subject to the developer following the sequential approach to the disposal of surface water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.
- 5.30 Thames Water would advise that with regard to waste water network and waste water process infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.
- 5.31 In terms of using mains water for construction Thames Water must be notified before the start, to avoid potential fines for improper usage. Thames Water advise that more information and how to apply can be found online at thameswater.co.uk/buildingwater.
- 5.32 On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, they would not have any objection to the above planning application. Thames Water have recommended informatives be attached to this planning permission which are included below.
- 5.33 **Drainage – No Objection**
- 5.34 The submitted information including "Flood Risk Assessment" carried out by Bradbrook Consulting Option1 with REF No. 18-083R_001 Rev C dated 26/11/2018 revised 04/02/2019 to include 40% climate change to incorporate 3 Attenuation Tanks with 636m³, 144m³ and 580m³ capacity each to limit surface water run-off to 4l/s, 1.5l/s, 4.5 l/s and exceedance to be contained on site is acceptable subject to a compliance condition.
- 5.35 **Historic England (Archaeology) – No Objection**
- 5.36 Having considered the proposals with reference to information held in the Greater London Historic Environment Record and/or made available in connection with this application, I conclude that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

5.37 The site is located within a rich archaeological landscape and would therefore be likely to require staged site work to quantify the site specific archaeological potential. However, the submitted archaeological desk-based assessment report dated September 2018 by L-P Archaeology, in conjunction with the geotechnical evaluation report has shown that the whole site appears to have been quarried and thus reducing the archaeological potential to negligible.

5.38 No further assessment or conditions are therefore necessary.

5.39 **Natural England – No Objection**

5.40 Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on Ruxley Gravel Pits Site of Special Scientific Interest and has no objection.

5.41 Natural England entered into discussions through our Discretionary Advice Service to resolve potential issues with the SSSI which borders the development site. The plans for drainage, light control, SSSI buffer, code of conduct and the Biodiversity CEMP allay any potential issues.

5.42 Natural England's advice on other natural environment issues are contained within the informatives set out below.

B) Local Group(s)

5.43 Bromley Biodiversity Partnership:

5.44 Bromley Biodiversity Partnership fully supports all mitigation measures suggested by Natural England and Kent Wildlife Trust.

5.45 Old St Pauls Cray Residents Society:

- 24 hour usage of a development has been restricted on previous application for Sandy Lane so we would expect that this restriction to be maintained by any approval.
- Do not agree that the proposal would not have any impact on the local residents in terms of vehicle movements is an unjustified remark and requires more evidence. Sandy Lane is congested down to virtually a single line during working days as restricted parking has been applied to the east side of the lane for two thirds of its length the development will further increase congestion.
- Edgington Way is also highly congested the combination will result in a bottleneck along Bromley and Bexley roads.
- Full justification should be given to the impact on the SSSI buffer zone and associated landscaping scheme.

- Surface Water Drainage strategy and the impact on the lake which is part of the SSSI and as such a full environmental evaluation should be presented to justify such distribution from the development.

C) Interested Parties

5.46 Nearby owners/occupiers were notified of the application and representations were received, which can be summarised as follows:

Objections:

- Concern that construction traffic will cause problems by obstructing access to the units in Fitzroy Business Park;
- Impact on business in the Fitzroy Business Park;
- Concern that Sandy Lane will be made worse by additional users;
- Construction traffic will be a health and safety issue to pedestrians;
- Do not think the wheel washing facility will be used properly and road will become covered in mud;
- Sandy Lane gets very congested, concern people will use this as a cut through;
- Tesco customers will use the access to avoid having to turn left as they have to do at the moment;
- Selco lorries might use this as an area to turn round and wait while they wait for a delivery slot;
- If access is granted for the Sandy Lane entrance the additional traffic would undoubtedly cause a maintenance issue regarding the road;
- Fitzroy Business Park is a private estate and that permission should be denied for the access;
- The security gate to Fitzroy Business Park will be used more and need repairing more frequently;
- Concern over increase in parking at Fitzroy Business Park;
- The single access application is much better and lead to less pressure on traffic/parking for the existing residents and users of Fitzroy Business Park;
- Security of Fitzroy Business Park will be effected though dual access and 24hrs;
- The public right of way with a high wall will create an ideal mugging spot;
- Building here will put pressure on building on the field opposite;
- Air quality in the area is already poor and this development will make it worse;
- Proposal will result in an increase in litter;
- Site is close to SSSI wouldn't it be more sustainable to just leave the area alone;
- Concern that users of the development would not adhere to the 10mph speed limit;
- When Fitzroy Business Park was developed they did not adhere to the conditions and subsequently the Council approved changes;
- Selco lorries park illegally on double yellow lines along Sandy Lane and nothing is done about it;
- Design appears to cover the majority of the land with little space and appears to be an overbearing impact on the environment;
- Site is close to SSSI and appears to harm the conservation of the area and impact on wildlife routes;
- The design does not appear to help enough with the noxious pollution and constant noise given off by the A20. A carbon sink (forest) is more effective;

- Think the Technical Note underestimates the trip generation and as such not convinced the external impacts of the scheme have been robustly assessed;
- No mitigation has been put forward by the applicant for the loss of two Fitzroy Business Park car spaces and would expect the application to make provision for this loss;
- The development at the former ski school will add to the traffic along Sandy Lane and in turn exacerbate the existing traffic/parking problems;
- Concerned traffic data collection was not done on a normal week day as parking in area is very bad;
- Believe that the Klinger Development will also have an impact on parking and congestion

These objections have been considered and addressed in the assessment section 7 below.

6. POLICIES AND GUIDANCE

- 6.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:
- the provisions of the development plan, so far as material to the application,
 - any local finance considerations, so far as material to the application, and
 - any other material considerations.
- 6.2 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.
- 6.3 The National Planning Policy Framework was published on 24 July 2018 and updated on 19 February 2019.
- 6.4 The development plan for Bromley comprises the Bromley Local Plan (Jan 2019) and the London Plan (March 2016). The NPPF does not change the legal status of the development plan.

Draft New London Plan

- 6.5 The 'Intend to Publish' version of draft London Plan (December 2019) is a material consideration in the determination of this planning application.
- 6.7 The draft new London Plan was submitted to the Secretary of State (SoS) on 9 December 2019, following the Examination in Public which took place in 2019. This is the version of the London Plan which the Mayor intends to publish, having considered the report and recommendations of the panel of Inspectors. Where recommendations have not been accepted, the Mayor has set out a statement of reasons to explain why this is.
- 6.7 Ahead of publication of the final plan, the SoS can direct the Mayor to make changes to the plan, and the London Assembly can veto the plan. These factors affect the weight

given to the draft plan. At this stage, the Council's up-to-date Local Plan is generally considered to have primacy over the draft London Plan in planning determinations.

6.8 The application falls to be determined in accordance with the following policies:

London Plan Policies:

- 2.6 Outer London: vision and strategy
- 2.7 Outer London: Economy
- 2.8 Outer London: Transport
- 2.17 Strategic Industrial Locations
- 4.1 Developing London's Economy
- 4.4 Managing Industrial Land and Premises
- 4.8 Supporting a successful and diverse retail sector and related facilities and services
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.6 Decentralised energy in development proposals
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.0 Overheating and cooling
- 5.10 Urban Greening
- 5.11 Green roofs and development site environs
- 5.12 Flood Risk Management
- 5.13 Sustainable drainage
- 5.21 Contaminated Land
- 6.3 Assessing effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local character
- 7.5 Public Realm
- 7.8 Heritage assets and archaeology
- 7.9 Heritage-Led Regeneration
- 7.20 Geological Conservation
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

Mayor Supplementary Guidance:

Mayor's SPG: "Accessible London: Achieving an Inclusive Environment" (2014)

Mayor's SPG: "London's Foundations: Protecting The Geodiversity of the Capital" (2012)

Bromley Local Plan 2019:

- 13 Renewal Areas
- 17 Cray Valley Renewal Area
- 30 Parking

31 Relieving congestion
33 Access to services for all
34 Highway infrastructure provision
37 General design of development
38 Statutory Listed Buildings
68 Development and SSSI
69 Development and Nature Conservation Sites
70 Wildlife Features
72 Protected Species
73 Development and trees
46 Archaeology
80 Strategic Economic Growth
81 Strategic Industrial Locations (SIL)
84 Business Improvement Areas
115 Reducing flood Risk
116 Sustainable Urban Drainage Systems
118 Contaminated Land
122 Light Pollution
120 Air Quality
119 Noise Pollution
123 Sustainable design and construction
124 Carbon reduction, decentralised energy networks and renewable energy
125 Delivery and implementation of the Local Plan

7. Assessment

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

- Principle of development
- Design – Layout, scale
- Transport
- Amenity Impact Environmental Health/ contamination/ noise /air quality
- Landscaping
- Ecology and Protected Species
- Drainage and flooding
- Sustainability and Energy
- Secure by Design
- Other Issues
 - Environmental Impact Assessment
 - Geological Value
- CIL
- Head of Terms

Principle of development:

Acceptable

- 7.2 The NPPF states that significant weight should be placed on the need to support economic growth through the planning system and identify strategic sites for local and inward investment.
- 7.3 The London Plan identifies Foots Cray (Ruxley Corner) as a SIL (Industrial Business Park). The application site is located within this identified area. Planning decisions paragraph B of policy 2.17 states that ‘development proposals should be refused unless they fall within the broad industrial type activities outlined in paragraph 2.79.’
- 7.4 Paragraph 2.79 states that: London’s strategic industrial locations (SILs) are London’s main reservoir of industrial land comprising approximately 50 per cent of London’s total supply. They have been identified following an assessment of future need
- 7.5 In addition, the Majors SPG: Land for Industry and Transport 2012, puts Bromley in the category of ‘restricted transfer’ commenting that this applies to Boroughs with typically low levels of industrial land relative to demand.... Boroughs in this category are encouraged to adopt a more restrictive approach to the transfer of industrial land to other uses. This approach is reflected in Policy 4.4 of the London Plan.
- 7.6 The site is identified in Policy 80 as the Cray Business Corridor – a strategic priority area for economic growth. The policy states that the focus within this area will be on bringing forward adequate development capacity, the co-ordination of public and private investment and the delivery of enabling infrastructure.
- 7.7 The Site is designated as a Strategic Industrial Location (SIL) in Policy 81, which states that within these areas, uses falling within Class B1(b) and B1(c), B2 and B8 will be permitted and safeguarded. The supporting text to the policy states that the Council will restrict further expansion of retail floorspace within the SIL to instances where the use is demonstrated to be ancillary to a primary B use.
- 7.8 The proposal is for 13 business units arranged in 5 blocks with a total gross external area (GEA) of 11,190m². The units would vary in size from 379 sqm to 1,803 sqm. The subject site is the only entirely undeveloped site in the Cray Business Corridor SIL and represents an ideal opportunity to improve the borough’s industrial offer and help to meet demand forecast over the Local Plan period. To this extent, the proposal is consistent with current and proposed business and employment policies.
- 7.9 In respect of the proposed mix of uses, the units are to be B1(c)/B2 and B8 units which all comply with planning policies. The applicant has expressed the intention to install ancillary trade counters throughout the scheme. However, in accordance with the policies outlined above, to protect the industrial character of the site, this can be restricted through condition. This can require details of the extent and scale of any trade counters to be submitted for approval prior to their installation. The provision of trade counters could change the nature of the use from storage and distribution to retail based business. The BLP Policy in relation to SIL’s clearly states that “Proposals involving a portion of floorspace to be used for display and sales should demonstrate that the use is clearly

ancillary to a primary Class B use.” This form of development would be discouraged on site.

- 7.10 The principle of development is policy compliant and appropriate in this designated employment area. In addition, the proposal would bring a long standing, under used site, back into an industrial/commercial use in accordance with NPPF, London Plan and local policy aspirations.

Design – Layout, scale height and massing:

Acceptable

- 7.11 The site is located adjacent to Green Belt, a SINC and SSSI and as such Policies 53, 68 and 69 of the BLP are considered relevant to any assessment
- 7.12 The plans provided show the buildings would be approximately 11.6m in height, which is similar to the Tesco Superstore at 10m, and the Fitzroy Business Park which is between 8-10m in height. The A20 to the rear of the site is on a raised embankment so the site is considerably lower.
- 7.13 The units will be of steel portal frame construction with the height to the underside of haunch of 8.4m and the external eaves height of approximately 10m. The units will have metal clad roofs at 6 degrees with rooflights to add daylight into the warehouse areas. PV panels will be located on the roofs, raised about 200mm and in line with the roof profile. They will not be visible from the pedestrian perspective.
- 7.14 Buildings will be clad in a combination of profiled built-up and Microrib composite cladding panels in predominantly light colours. The units have extensive high level glazing and feature cladding panels accentuate entrances and provide visual contrast to the warehouse elements. The rear elevation of units 1 and 2 will be clad in a green cladding which together with a 5m wide landscape buffer will help mitigate the visual impact of the building onto the adjoining Ruxley Gravel Pits Site of Special Scientific Interest. The image below has been submitted by the applicant to seek to demonstrate the visibility of the buildings from the SSSI.
- 7.15 The proposal is considered to respond to the site’s natural features and topography. This in addition to the introduction of further landscaped areas and new tree planting along the southern and western elevations would ensure that the visual impact of the proposed buildings on the neighbouring sites is softened and reduced.



- 7.16 Whilst concerns have been raised from local residents regarding the SSSI, an extended Phase 1 Habitat Survey (June 2018); a desk-based study was undertaken and has been submitted with the application. This has looked and examined both flora and fauna on this site. This concluded that the potential presence of protected species was acknowledged; measures to safeguard these have been put forward and a series of provisions have been recommended to enhance the nature conservation interest of the site which have been acknowledged and reviewed by Natural England. As such there would be no detrimental impact on the adjacent SSSI.
- 7.17 In terms of the adjacent Green Belt, this site is very different in character and is separated from open land to the south by the A20 which although is Green Belt itself acts as a buffer to distinguish the two areas.
- 7.18 The proposed development incorporates Secured by Design principles as required by Policy to take account of crime prevention and community safety. Concerns have been raised over the 24-hour access and how this will impact on the security of the Fitzroy Business Park and also the pedestrian access itself linking the Edgington Way with Fitzroy Business Park. The proposal has been reviewed by the Designing Out Crime Officer who has not raised any objections subject to the conditions relating to Secure by Design being included in any permission.
- 7.19 In summary, the proposal would result in a high quality development that responds to the character of the area, and provides a functional, non-invasive wider provision to accommodate a policy-compliant use of the site.
- 7.20 In accordance with NPPF policy, the proposed site would function well, add to the overall quality of the area, and establish a strong sense of place through the use of sensitive landscaping and boundary treatments. The proposal would optimise the potential of the site to accommodate development, and create an appropriate provision of use. The development would respond to the site and would reflect the identity of local surroundings and materials.

Transport:

Acceptable

- 7.21 It is acknowledged that TfL have raised an objection regarding the number of parking spaces. TfL are concerned that by providing a higher level of parking will in turn lead to higher activity and trip generation.
- 7.22 In response to the above the London Borough of Bexley who is the highway authority for the surrounding roads note TfL's comments and objection to the level of car parking , however due to the low PTAL rating of the site (0-1a), cars are likely to be the primary mode of travel. They acknowledge that the parking provision would be slightly above the London Plan maximum standard but nevertheless considered it to be acceptable and will reduce the possibility of parking congestion within the site and overspill onto surrounding highways.
- 7.23 Bromley highway officers have also considered this and that given the very low PTAL the London Plan standard would be 1 space per 100m².
- 7.24 The proposal is for 10,419 m² GIA with 143 spaces (not including disabled spaces) giving one space per 72m² giving rise to the 38% "overprovision".
- 7.25 The adjacent Fitzroy Business Park, which gained permission in 2006, has 5478m² GFA with 58 spaces which gives a ratio of 1 space per 94m². This is higher than the London Plan provision would be but clearly does not have enough parking with vehicles parked all over the site and going out into Sandy Lane which required the introduction of waiting restrictions.
- 7.26 Therefore on balance given the location of the site and PTAL the provision should be higher at this site and as such no objection in this regard is raised.
- 7.27 With regards to sustainability, to address concerns raised by TfL obligations are sought for Bexley Council as the Highway Authority in the S106 relating to:
- £20,000 to upgrade the SCOOT traffic control system at Crittals Corner secured by s106
 - A vehicle monitoring protocol to limit site traffic to be secured by s106
 - ~~Reviewing and revising the road markings for the A223 Edington Way/ Tesco Access to create additional capacity and prevent blocking back secured by s106.~~ (Following discussion with the agent and highway officers there is no need to include this requirement and as such this has been removed).
- 7.28 Highway officers acknowledge that Fitzroy Business Park does not have enough parking and this has had an impact on Sandy Lane as a consequence. As such Bromley and Bexley Highway officers have supported the level of parking proposed as to ensure they is no increase in the parking demand on the local roads, especially Sandy Lane.
- 7.28.1 Information has been received from applicant's Consultants with particular reference to the estimated volume of traffic using Sandy Lane which states it would be minimal (TRICS outputs are the highest in the AM peak between 08:00 – 09:00 am where the

highest number of two way trips is 30) as shown in the traffic modelling data which has been provided.

7.28.2 The TRICS outputs on which the trip rates are based are broken down by hour, i.e. 0800-0900, 0900-1000, 1000-1100 etc. The modelling undertaken uses 0800-0900, which is the highest hour in the AM period and the table below sets out the number of trips generated via Sandy Lane for the different land use splits.

5584sqm GFA accessed via Sandy Lane	0800-0900		
	Arr	Dep	Two Way
B1/B2 Trip Rate per 100sqm	0.336	0.05	0.386
B8 Trip Rate per 100sqm	0.087	0.078	0.165
33% B1 / 33% B2 / 33% B8	14	3	17
100% B1	19	3	22
100% B1 + 38% uplift requested by TFL	26	4	30

7.28.3 The equivalent number of trips generated for 0900-1000 would be 22, and for 1000-1100 would be 18.

7.28.4 The calculations provided have already presented to follow industry best practice and are extremely robust and have been examined by Bromley, Bexley and TfL Highway officers. Vehicle trip rates were derived from the industry standard TRICS database, which allows predictions to be made of likely trip generation based on surveys of existing sites within the same land use. The calculations are based on sqm GFA, rather than the number of parking spaces, where the latter can vary according to parking standards between different authorities.

7.28.5 Members also raised concerns over the impact the development in respect to the existing situation at Selco. It is understood that in the course of collecting baseline traffic information, video surveys were undertaken, one of which captured the interaction between vehicles seeking to pass lorries illegally parked on Sandy Lane. This shows that two way traffic still flows past a parked lorry, even taking into account queues onto Ruxley Corner roundabout. These surveys were used to calibrate the baseline junction model.

7.29 Given all of the above it is considered that the development is acceptable and the proposal would not impact detrimentally on the highway network.

Amenity Impact:

Acceptable

7.30 The application site is set within an established Business Area/SIL. The nearest noise sensitive properties are on Sandy Lane, with one property approximately 80m south east of the site (south of the A20) and another approximately 150m to the east, across roads and behind other industrial sites.

7.31 A Noise Impact Assessment has been submitted by the Applicant. This shows that the predicted noise levels for the development (showing a maximum of 9 HGV movements)

using “worst case” scenarios. Concerns have been raised from local residents over the impact given the dual access (especially from Sandy Lane), however the report concludes that the residual operational noise impacts are of negligible magnitude and not significant (when compared against the existing baseline conditions).

- 7.32 Concerns have been raised over the 24hr operation proposed to the new development. Fitzroy Business Park has restricted operating hours, however given the distance the units are from the nearest residential buildings Environmental Health officers do not consider the use of the Fitzroy Business Park entrance to have any significant impact in terms of noise and disturbance over the existing background noise given the proximity to the A20 and Tesco’s.
- 7.33 The potential impacts as a result of the construction phase have also been assessed in relation to the impacts upon existing receptors. It is considered that with appropriate mitigation, the proposed development is acceptable with regard to both operational and construction noise impacts.
- 7.34 The potential for adverse noise impacts from construction vehicles and plant during the works can be minimised through a range of measures which can form part of a site specific Construction Management Plan within which all contractor activities would be undertaken and this can be secured by way of condition.
- 7.35 The proposed use itself is unlikely to generate significant levels of noise and, given the generous separation distances of the site from residential dwellings the proposal is unlikely to have a significant detrimental effect on neighbouring amenities.

Environmental Health/ contamination/ noise /air quality/external lighting:

Acceptable

Contamination:

- 7.36 A Phase II Environmental Site Assessment Report has been submitted with the application (April 2019). The report concludes that the site investigation has not identified significant contamination at the subject site with the exception of asbestos containing material (ACM) in Made Ground soils.
- 7.37 At the time of the investigation, asbestos containing material (ACM) was identified at surface level and this was considered to pose a potential risk to current site users (i.e. pedestrian footpath). Mitigation measures were recommended and have been implemented in this regard. A hand-picking exercise of ACM has been undertaken by a qualified contractor and a barrier fence has been erected to restrict site users entering areas of the site where ACM was previously identified. During the investigation, Ramboll implemented mitigation measures and also implemented air monitoring which did not detect any fibre release during the excavation activities.
- 7.38 In terms of visual evidence, with exception to the west of site, ACM was observed to be located in the Made Ground across site. Generally, ACM was visually observed in two notable layers across the site; a shallow layer consisting of fragments of ACM in soils of which a greater frequency of fragments was identified within the central and southern

areas of site and a deeper layer consisting of 'bands' of ACM rather than fragments within soils. This layer was observed to be located within the central to southern central area of site. Laboratory analysis identified ACM in quantifiable concentrations in 22 locations. In all but two samples the ACM was identified as Chrysotile; one sample recorded the presence of Crocidolite (<0.001%) and Amosite was recorded with Chrysotile in the second sample (0.039%). The presence of asbestos is not considered to represent a significant risk to future users in the scenario where the material remains capped below hard surfacing or buildings where there is no pathway for exposure to human health.

- 7.39 However, in terms of developmental considerations there are risks associated with disturbing the Made Ground (and re-use, if proposed) which will require mitigation measures and the implementation of appropriate materials management protocols.
- 7.40 Ramboll's investigation also included the appropriate range of land contamination testing and assessment.
- 7.41 As such the documents have been reviewed by Environmental Health Officers and the Environment Agency and a condition should be attached to any planning permission securing these mitigation methods and adherence with the contaminated land assessment dated April 2019, which could address all these aspects appropriately in accordance with Policy 118 of the BLP.

Noise:

- 7.42 Noise modelling has been undertaken to predict the likely impact on nearby receptors with regards to construction and operation as set out above in the amenity section of this report.
- 7.43 In relation to plant noise, the acoustic report proposes to limit noise and as such a condition is proposed which would require this to be complied with.

Air Quality:

- 7.44 An Air Quality Screening Statement has been prepared. This assessment considers the air quality impacts associated with both the construction and operation of the development. Likely changes to air quality in the area, as a result of the proposed development have been considered in relation to the national Air Quality Objectives. Where required, the air quality assessment considers mitigation measures to reduce the effect of the proposed development upon local air quality.
- 7.45 The development site is not located within an AQMA; however, it is located close to London Borough of Bexley's AQMA. The AQMA is declared for exceedances of the national annual mean nitrogen dioxide (NO₂) objective.
- 7.46 Review of air quality monitoring data from the nearest automatic monitoring stations indicate that roadside NO₂ concentrations exceed the national objective. However, background concentrations are within the objectives.

- 7.47 The impacts of construction activities on local air quality have been assessed in accordance with the IAQM best practice guidance. This assessment indicated that the risk of the different activities towards dust soiling is 'medium' and that for human health impact is 'medium'. Following implementation of the appropriate mitigation measures as outlined in the report, the residual impacts during construction would be insignificant. These mitigation measures make up part of a Construction Management Plan (CMP) that will be required to be implemented to minimise the potential of adverse construction dust impacts throughout all the relevant construction stages.
- 7.48 Traffic movements, generated by the proposed development during its operation, will give rise to NO_x and PM₁₀ emissions. The impact of these emissions on local air quality were assessed using an air dispersion model and the impacts significance was assessed in accordance with the relevant IAQM Guidance. Traffic-related pollutant concentrations (NO₂ and PM₁₀) were predicted at sensitive residential properties located near roads likely to be affected by vehicle travelling to and from the Site. Results indicate that the impact of vehicle emissions on local air quality is negligible.
- 7.49 The total nitrogen oxides (NO_x) and PM₁₀ emission from, vehicles movements generated by the development, have been considered in the Air Quality Neutral assessment. This assessment showed that emission are within the benchmarks set out in the GLA's Sustainable Design and Construction Guidance and no mitigation is required.
- 7.50 The development therefore meets the London Plan requirements that new developments are air neutral, and air quality impact in the local area as a result of this development is not expected to be significant. Conditions have been recommended to ensure and address any matters which could subsequently affect air quality and which could be attached to any approval.

External Lighting:

- 7.51 An External Lighting Assessment has been submitted with the application which reviews the proposed external lighting scheme at the site. This incorporates measures to prevent night time lighting pollution by restricting all luminaries to be fitted with suitable optics to limit excessive emission on the horizontal plan, horizontal cut off optics to minimise upward light spill and to incorporate a lighting design will comply with the relevant limits on lighting intensity. The scheme addresses the use of the site by bats and minimises light pollution to other parts of the site and the wider area addressing the requirements of para.125 of the NPPF.

Landscaping:

Acceptable

- 7.52 The existing site is overgrown with self-seeded low level shrubs and plants with some trees and more mature planting along the perimeter of the site.
- 7.53 The Arboricultural Implication Report concludes that no veteran or ancient trees, and no category 'A' trees are to be removed. A portion of the main Arboricultural features of the site comprising six individual poplars are to be removed on Arboricultural grounds, but this will represent only a partial alteration to the main Arboricultural features of the site

and are not considered to have a permanent or significant adverse impact on the arboricultural character and appearance of the local landscape.

- 7.54 The incursions into the Root Protection Areas of trees to be retained are minor and within the tolerable limits of the species affected. Subject to implementation of the measures recommended on the Tree Protection Plan and set out at Appendix 1 of the Arboricultural Implication Report, no significant or long-term damage to their root systems or rooting environments will occur.
- 7.55 The landscaping scheme submitted with the application indicates that most of the perimeter planting, including the trees on the southern and eastern embankment will be retained and enhanced. A high quality landscaping scheme is also proposed at the frontage of the site. It is considered that this would enhance the setting of the area.
- 7.56 Subject to implementation of the recommendations of the survey, the proposed development would not have a significant impact upon the existing arboricultural amenity of the area and therefore complies with Policy 73.

Ecology and Protected Species:

Acceptable

- 7.57 The application site lies immediately adjacent to the west of Ruxley Gravel Pits SSSI. An Extended Phase 1 Habitat Survey (June 2018); a desk-based study was undertaken and has been submitted with the application which considers all biodiversity and conservation aspects, including potential impacts on protected and other species, notably reptiles and bats.
- 7.58 The majority of the habitats present within the site are largely semi-natural but of limited intrinsic interest in terms of floristic composition, and their loss together with the buildings and hardstanding would be of little ecological significance. The semi-improved grassland is of some ecological interest within the context of the site and is proposed for removal but is of limited extent and is considered to be of limited significance in the wider local area.
- 7.59 The site contains some foraging interest for bats in the form of scrub and tall herbaceous vegetation. No evidence of Badgers was identified during the survey work and it is considered unlikely that this species would be reliant on the site for foraging or sett-building. The site may occasionally be used for dispersal as Badgers are present in the local area and an informative is suggested to ensure that checks be undertaken by an ecologist prior to the commencement of any works within the site to ensure Badgers have not excavated any setts.
- 7.60 In terms of birds a total of 27 bird species were recorded during three breeding bird surveys and an extended Phase 1 survey carried out in 2018; 15 of these were recorded as breeding or probably breeding. Birds recorded include a single Kingfisher at the western end of the site on the first visit. The site does not contain suitable Kingfisher nesting habitat. Wintering bird surveys of the adjacent Ruxley Gravel Pits SSSI conducted in 2008 recorded a total of 49 species respectively. Notable species observed

include Peregrine, but it is not considered that this species is likely to rely on the proposed development site.

- 7.61 The site contains very limited areas of reptile active season habitat in the form of small patches of rough semi-improved grassland. The majority of the site does not provide sufficiently diverse habitat structure to support common reptile species. Scattered scrub provides shelter and hibernation opportunities. A common reptile presence / absence survey conducted in 2008 recorded a single adult Grass Snake in the east of the site. It is noted that the habitat opportunities have been reduced by vegetation succession in the intervening years. Surveys of the adjacent Klinger site conducted in 2016 did not find any presence of common reptile species despite this area containing comparable (and in places more suitable) reptile habitat than the proposed development site. It is therefore considered that the common reptile population is likely to have been lost from the site.
- 7.62 No amphibians were observed within the site during the survey work undertaken. The semi-natural habitats present within the site provide dispersal opportunities and are considered to have some limited potential to support foraging amphibians. The scrub within the site offers habitat for shelter and hibernation but the site is unsuitable for breeding amphibians. The semi-natural habitats identified will be lost under the development proposals.
- 7.63 The protective measures required to avoid detrimental impacts are included in the prepared Construction Environmental Management Plan (CEMP) covering the identification of biodiversity protection zones, the siting and timing of activities and construction lighting to minimise disturbance to wildlife, the erection of appropriate protective fences and warning signage and the safe storage of materials and chemicals at appropriate locations.
- 7.64 Given all of the above it is considered that there are no overriding ecological constraints to the development of the site and there is good scope for the proposals to avoid any significant impacts on designated sites. Natural England have broadly agreed to the proposed mitigation and safeguard measures in respect of Ruxley Gravel Pits SSSI as detailed within this report, and also the accompanying CEMP. The potential presence of protected species is acknowledged; measures to safeguard these have been put forward and a series of provisions have been recommended to enhance the nature conservation interest of the site.
- 7.65 The proposed development is considered acceptable with regard to ecological and nature conservation impacts subject to conditions.

Drainage and flooding:

Acceptable

- 7.66 The proposed development site lies in an area designated by the Environment Agency as Flood Zone 1 and is outlined to have a chance of flooding of less than 1 in 1000 (<0.1%) in any year.
- 7.67 NPPF sets out a Sequential Test, which states that preference should be given to development located within Flood Zone 1. A flood risk assessment has been submitted

which demonstrates that the requirements of the Sequential Test have been met, with the site's location within Flood Zone 1 and 'Less Vulnerable Infrastructure' classification of the development.

- 7.68 A sustainable drainage strategy, involving the implementation of SuDS, is proposed for managing the disposal of surface water runoff from the proposed development. The proposed drainage strategy would ensure that surface water arising from the developed site would be managed in a sustainable manner to mimic the surface water flows arising from the site prior to the proposed development, while reducing the flood risk to the site itself and elsewhere, taking climate change into account.
- 7.69 The proposed surface water drainage measures would ensure the proposed development satisfies the peak flow control standards and volume control technical standards in the Government's 'Non-statutory technical standards for sustainable drainage systems'.

This flood risk assessment has concluded that:

- the location of the distribution facility is located within Flood Zone 1, and as such is at a very low risk of flooding from fluvial sources.
 - the site is far enough inland not to be at risk of any tidal flooding event.
 - flood risk from surface water is considered very low for the site following development.
 - flood risk from other sources – groundwater, sewers, reservoirs and artificial sources – is demonstrated to be low.
 - the development will have no impact on other forms of flooding.
 - overall, taking into account the above points, the development of the site should not be precluded on flood risk grounds.
- 7.70 The Drainage Officer and Environment Agency have assessed the submission and advised that subject to appropriate conditions, the submission is considered to be acceptable in this respect.

Sustainability and Energy:

Acceptable

- 7.71 The application is supported by an Energy and Sustainability Statement which confirms that as a result of the sustainability features incorporated within the proposed development this allows for a 36.95% carbon saving against Part L 2013 requirements for the scheme which exceeds the 35% improvement requirement under the London Plan and demonstrates that the scheme is a sustainable development. This is shown to be achieved through passive design, energy efficient measures incorporating design features in accordance with London Plan and BLP planning policies.
- 7.72 The development shall include a variety of features which are regarded as having a good sustainable design. To provide as much natural light as possible within the office and warehouse areas glazing has been provided to the office and circulation areas and with 15% rooflight coverage over the warehouse areas. Building modelling of each unit has confirmed that no occupied space is at risk from excessive solar gains.

- 7.73 To further ensure that overheating will not occur during summer months and the building is suitably insulated, as well as allowing for adaptation due to the effects of climate change, it is anticipated that the development will use building fabrics with 'U' values with an improvement beyond the threshold requirements of Part L (2013)
- 7.74 To ensure the sustainability of the development the Energy and Sustainability Statement puts forward that water efficient fixtures will be incorporated into the design, such as low flow taps and dual flush toilets with reduced effective flush volumes.
- 7.75 To be further sustainable, it is expected that pulsed water meters will be installed on the mains water supply, to effectively monitor water consumption. The inclusion of the above sustainability features allows for the development to be deemed sustainable with regard to water consumption.
- 7.76 Site Waste Management Plan has been produced, highlighting key materials and the correct waste streams for the recycling of any waste materials.
- 7.77 The proposed development is considered to comply with London Plan Policies 5.7 to 5.11, the Mayor's SPG and also Policy 37 (f) of the BLP.

Secure by Design:

Acceptable

- 7.78 The proposal needs to incorporate Secured by Design principles as required by Policy 37 to take account of crime prevention and community safety. Paragraphs 58 and 69 of the NPPF are relevant. Compliance with the guidance in Secured by Design and the adoption of these standards will help reduce the opportunity for crime, creating a safer, more secure and sustainable environment.
- 7.79 The Designing Out Crime Officer has recommended the principles and standards of 'Secured By Design' Commercial 2015v2' as a planning condition for the development noting the size and historical criminality at the site.

Other Issues:

Environmental Impact Assessment:

- 7.80 As the site has an area of over 1ha it was necessary to "screen" an application as to whether it requires to be accompanied by an Environmental Assessment under the Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015. The screening process identified that an EIA was not required, and a formal opinion was issued on 01.10.2019.

Geological Value:

- 7.81 The area to the north of the site is identified as GLA41 Klinger Pit, Foots Cray, Potential Regionally Important Geological and Geomorphological Sites (RIGS) in the London Plan SPG 'Londons Foundations: Protecting the Geodiversity of the Capital'. The area is identified as an abandoned pit formerly owned by Klinger that was worked for Thanet

Sand Formation. The lithology is predominantly fine yellow sand and is considered to be the best exposure of Thanet Sand in the London area.

- 7.82 However, the designation of the Thanet Sand formation lies outside of the developed area of the site.

CIL:

- 7.83 The Mayor of London's CIL is a material consideration. CIL is payable on this application and the applicant has completed the relevant form.

Head of Terms:

- 7.84 In order to mitigate the transport impacts of the development, necessary and proportionate obligations are required towards sustainable travel which includes the following:

- £20,000 to upgrade the SCOOT traffic control system at Crittals Corner secured by s106
- A vehicle monitoring protocol to limit site traffic to be secured by s106

8. CONCLUSION

- 8.1 The proposed use of the site complies with planning policy and is acceptable in principle.
- 8.2 The application has been assessed against the adopted development plan and all other material considerations.
- 8.3 As set out in the preceding sections of the report, having regard to the relevant policies given the sites location within the Cray Business Corridor (Foots Cray), which is recognised as a Strategic Industrial Location (SIL) and taking into account the highways impacts of the proposal and the impact on occupiers of nearby occupiers, the development is considered acceptable.
- 8.4 Furthermore, provided the recommendations within the various technical reports are complied with, the proposal would not have a significant impact on the environment, including the bio-diversity value of the site of the adjacent SINC. The application is recommended for permission, subject to conditions.
- 8.5 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 SUBJECT TO LEGAL AGREEMENT

SUMMARY OF CONDITIONS AND INFORMATIVES

Standard Condition(s)

- 1. Time limit of 3 years**

2. Drawing number

Compliance Condition(s)

- 3. No trade counter**
- 4. Parking to be provided as approved**
- 5. During construction hardstanding shall be provided with wash-down facilities for cleaning the wheels of vehicles**
- 6. Finished surfaces of the access road and parking areas, and the external lighting installation to be carried out as approved**
- 7. Development shall be completed in accordance with approved levels**
- 8. Car parking area only to be used by customers and employees of the premises and for servicing of the development**
- 9. Bicycle parking shall to be provided in accordance with the approved details**
- 10. Construction and Environmental Management Plan shall be implemented in accordance with the agreed timescale and details**
- 11. Surface water drainage scheme shall be implemented in full accordance with the approved details**
- 12. Landscaping scheme as shown on the approved landscaping shall be implemented in full accordance with the approved details**
- 13. Plant noise limitation**
- 14. External materials of buildings shall be carried out as approved**
- 15. The development shall be completed in accordance with the remediation strategy**
- 16. Piling or any other activity using penetrative methods shall be carried out in accordance with the approved report 'Foundation Works Risk Assessment' by Ramboll, Issue 2 dated July 2019**
- 17. Removal of permitted development rights**
- 18. No additional floor space to the provided**
- 19. Development shall be carried out in accordance with the contamination remediation strategy**

Prior to Occupation Condition(s)

- 20. The boundary enclosures shall be completed**
- 21. Sustainability measures as detailed in the approved Energy and Sustainability Statement (V 2 12/12/2018) shall be incorporated into the development**
- 22. Electrical charging points**
- 23. Delivery and Servicing Plan**
- 24. Secure by Design**

Any other conditions considered necessary by the Assistant Director (Planning)

Informatives

- 1. Mayoral CIL**
- 2. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer**
- 3. Thames Water will aim to provide customers with a minimum pressure**

- 4. This application may present opportunities to enhance locally valued landscapes within the new landscaping**