Committee Date	13.06.2024			
Address	57 Kangley Bridge Lower Sydenham London SE26 5BA	e Road		
Application number	Officer 24/00218/FULL1 Agnieszka Nowak-John Penge and Cator			
Ward Proposal (Summary)	Demolition of existing building and redevelopment of site for industrial processes (Use Class E(g)(iii)); industrial (Use Class B2); and/or storage and distribution (Use Class B8)) purposes, with ancillary offices and associated parking, servicing, access arrangements and other associated works.			
Applicant Mr Ewen McLeod Dencora (57KBR) Ltd 1 Meridian Way Norwich NR7 0TA		Agent Mr Nick Pellegram Iceni Projects		
Reason for referral to committee	Outside of delegated powers.		Councillor call in	

RECOMMENDATION Grant Planning Permission	
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Summary

KEY DESIGNATIONS

- Adjacent Flood Risk Area
- Adjacent Green Chain
- Adjacent Metropolitan Open Land
- Article 4 Direction
- Biggin Hill Safeguarding Area
- Local Cycle Network
- London City Airport Safeguarding
- Locally Significant Industrial Sites
- Smoke Control
- Water Link Way

Land use Details

	Use Class	Floor space (GIA SQM)
Existing	General industrial (Use Class B2)	1,846
Proposed	industrial processes (Use Class E(g)(iii)); industrial (Use Class B2); and/or storage and distribution (Use Class B8)	1,175

Vehicle parking	Existing number of spaces	Total proposed including spaces retained	Difference in spaces (+ or -)
Standard car spaces	13	13	0
Disabled car spaces	n/a	1	1
Cycle	0	8	8

Electric car charging points	20% active, 80%passive
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Representation summary	A press advert was published in News Shopper on 14/02/2024. Site Notice was displayed on 08/02/2024. Letters to neighbouring properties sent on 07/02/2024.		
Total number of responses		0	
Number in support		0	
Number of objections		0	

SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The principle to redevelop the site to provide an improved industrial unit within a designated Locally Significant Industrial Site is supported from a land use perspective.
- The design of the proposed unit is of a flexible modern layout to meet the industrial and business needs. On balance, the height and scale of the building is considered acceptable and would not appear out of keeping with its surrounding area.
- Sustainability measures proposed would ensure that the proposal would be zero-carbon and would achieve a BREEAM Excellent rating, thereby exceeding London Plan and Building Regulations Part L requirements.

- The proposed development is not considered to be significantly harmful to the amenities of neighbouring residential properties nor would it result in an unacceptable impact on surrounding highway network and environmental matters such as air quality, contamination, noise, light pollution, drainage, would be subject to appropriate conditions if the application was deemed acceptable overall.
- Subject to the planning conditions, it is considered that the proposal would be acceptable and planning permission should be granted.

1. LOCATION

1.1 The site is located on the eastern side of Kangley Bridge Road within an existing industrial estate and comprises 0.25ha of brownfield land which is currently occupied by an industrial warehouse and a dedicated access in the southwestern edge.

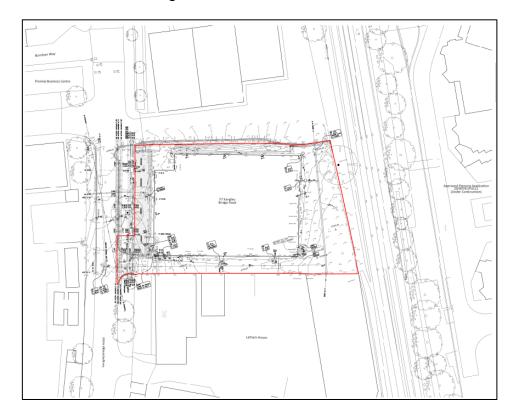


Fig.1.1 Site Location Plan.

- 1.2 The existing building accommodates an approximate floor area of 1,846sqm. The site has a long history of industrial use and has been utilised by various businesses over the years.
- 1.3 The western frontage onto Kangley Bridge Road accommodates car parking spaces, with a mature tree outside of the red line boundary. The tree is not covered by the TPO. There is a level difference of approximately 3 metres across the site, sloping down from the elevated

Kangley Bridge Road frontage towards the eastern boundary. An existing sewer runs along the southern boundary of the site and below the rear yard.

1.4 The eastern part of the site accommodates a service yard which can be accessed via two-way access road along the southern boundary of the site. A waste recycling centre directly adjoins the southern edge of the site, with a large industrial warehouse occupied by Stanmore Steel further to the southeast. To the west, on the opposite side of Kangley Bridge Road, lies a car garage, with further industrial uses beyond. Three trade units lie to the north, occupied by various businesses including Screwfix and Howdens, being separated by a retaining wall/fence. A place of worship (Citizens in Christ Fellowship) sits opposite the site, residential flats at the entrance of the industrial estate and Sydenham Sports Club which is a protected Designated Open Space.



Fig.1.2 Photographs of the Site and the Existing Building.

1.5 To the east and separated by the southeastern railway line, the site is close to a cleared parcel of land which is subject to planning permission for residential development (Footzie Social Club).

- 1.6 In terms of designations, the site forms part of the Lower Sydenham Locally Significant Industrial Site (LSIS). Additionally, the site falls within the Airport Safeguarding Area.
- 1.7 The site is adjacent to Flood Risk Area and lies within Source Protection Zone 2 (SPZ 2) and shallow groundwater is present.
- 1.8 Green Chain and Metropolitan Open Land lies in a close proximity to the east. There are no heritage assets close to the site.
- 1.9 The area has a low PTAL rate of 2 (on a scale of 0 6b, where 6b is the most accessible). Despite a low PTAL rating of 2, the site is a 3-minute walk from Lower Sydenham Railway station, a 6 minute walk to the nearest bus stops on Worsley Bridge Road and 10 minute walk to other stops. There are no waiting restrictions immediately outside the development site. Furthermore, there are unrestricted on-street parking bays on each side of the road to the north of the site.

2. PROPOSAL

- Planning permission is sought for the demolition of existing building and redevelopment of site for industrial processes (Use Class E(g)(iii)); industrial (Use Class B2); and/or storage and distribution (Use Class B8)) purposes, with ancillary offices and associated parking, servicing, access arrangements and other associated works.
- 2.2 The building would have a maximum height of approximately 13.55m from lower ground floor level, i.e. circa 3.9m taller than the existing building. A hipped roof arrangement is being proposed with roof lights provided to around 15% of the roof area. A parapet profile has been chosen to provide a clean contemporary form to the building.
- 2.3 The layout and elevation facade treatment would be used to break down the appearance of scale, massing and form with the application of textures, tones, material finishes and detailing. The proposed curtain walling system, profiled metal cladding, composite cladding along with the projecting aluminium frame would add articulation.
- 2.4 The vertical profiled metal cladding would ground the around the base at the front of the site and would rise up above the ramped access on the front elevation. On the east elevation, the profiled cladding would be laid horizontally around the loading doors to accentuate the active areas to the yard.
- 2.5 Internally, the unit would have a ground floor entrance core accessed directly from Kangley Bridge Road. This level would serve as an intermediate point which would accommodate lift provision as well as a fully compliant Part M stair. The lower ground floor would contain a disabled shower/ WC, locker and change areas as well as access to the

warehouse. 2no. vertical sliding loading doors would be located at the rear to serve the warehouse from the service yard.



Fig.2.1 Proposed Site Layout.

- 2.6 The first-floor level would contain ancillary open plan office accommodation with outlook out onto Kangley Bridge Road. Additional core WC facilities and kitchenette areas would be provided at this level, alongside a separate plant deck within the warehouse at this level will provide space for the plant equipment to be installed on.
- 2.7 The existing junction off of Kangley Bridge Road is to be retained and improved to provide access for heavy goods vehicles. The road leading to the rear service yard would allow two cars to pass side by side.
- 2.8 The area of parking at the front of the site would be retained which would accommodate 8no. car parking spaces, including 1no. disabled space. A further 5no. car parking spaces would be allocated at the rear within the service yard. It is proposed 20% of the car parking spaces will have active EV chargers, with the remainder 80% being passive for future provisions. 8 cycle parking spaces would be provided in an external shed.



Fig.2.2 CGIs of the Proposed Unit.

3. RELEVANT PLANNING HISTORY

- 3.1 There is no recent planning history for the development site. In the immediate vicinity, various proposals have come forward in recent years.
- 3.2 Within the LSIS, a number of applications have been approved for extensions and alterations of existing buildings (15/05373, 22/03353), in addition to the development/redevelopment of land (16/04027, 17/0457), which support Class B Industrial Uses.
- 3.3 Outside of the LSIS, opposite the railway, two residential developments have recently been completed for 74 and 147 units (13/01973/FULL1, 16/05897/FULL1 respectively).
- 3.4 In addition, planning permission was recently allowed at appeal (Footzie Social Club) for 296 dwellings (20/00781/FULL1), which entailed a 145-unit uplift from a previous consent on the same site (18/01319/FULL1).

4. CONSULATION SUMMARY

a) Statutory

- **Environmental Agency** No objection subject to conditions preventing the potential contamination of groundwater and piling.
- Network Rail No objection subject to the asset protection agreement.

- **Thames Water** No objection subject to a piling condition, necessary permits and informatives.
- Highways Officer No objection in principle. Standard conditions should be included for parking spaces, refuse storage; cycle parking and construction management plan
- **Drainage (Lead local flood authority)** No objection. The "Flood Risk Assessment and Drainage Strategy" report shall be implemented in line with the submitted details.

b) Non-statutory/ Amenity Groups

- Environmental Health No objections, subject to a pre-commencement condition for Construction and Environment Plan and standard Environmental Health conditions.
- Secure by Design Officer No objections.
- Urban Design Officer No objection in principle. The opportunity to replace the existing unit and redevelop the site as an intensified mediumyard dependent industrial use is welcomed. The proposed yard-based layout and upgraded/adaptable industrial building (and office space) is supported. The design approach presented in the design document demonstrates a good understanding of the site characteristics and the surrounding context.

c) Adjoining Occupiers

No representations received.

5. POLICIES AND GUIDANCE

Planning and Compulsory Purchase Act (2004)

- 5.1 Section 38(5) states that if to any extent a policy contained in a development plan for an area conflict with another policy in the development plan the conflict must be resolved in favour of the policy which is contained in the last document [to become part of the development plan].
- 5.2 Section 38(6) requires that the determination of these applications must be made in accordance with the plan unless material considerations indicate otherwise.

National Planning Policy Framework (NPPF) 2023

5.3 In accordance with Paragraph 47 of the Framework, planning law requires that applications for planning permission be determined in

accordance with the development plan, unless material considerations indicate otherwise.

National Planning Practice Guidance (NPPG)

5.4 Relevant paragraphs are referred to in the main assessment.

The London Plan (2021)

- 5.5 The relevant policies are:
- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG5 Growing a good economy
- GG6 Increasing efficiency and resilience
- SD10 Strategic and local regeneration
- D1 London's form, character and capacity for growth
- D2 Delivering good design
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D11 Safety, securing and resilience to emergency
- D12 Fire safety
- D13 Agent of Change
- D14 Noise
- E2 Providing suitable business space
- E3 Affordable workspace
- E4 Land for industry, logistics and services to support London's economic function
- E6 Locally Significant Industrial Site (LSIS)
- E7 Industrial intensification, co-location and substitution
- E11 Skills and opportunities for all
- G1 Green infrastructure
- G5 Urban greening
- G6 Biodiversity and access to nature
- SI 1 Improving Air quality
- SI 2 Minimising greenhouse gas emissions
- SI 3 Energy infrastructure
- SI 4 Managing heat risk
- SI 5 Water infrastructure
- SI 7 Reducing waste and supporting the circular economy
- SI 8 Waste capacity and net waste self-sufficiency
- SI 13 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy Streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Accessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking

T6.2 Office parking

T6.5 Non-residential disable persons parking

T7 Deliveries, servicing and construction

T9 Funding transport infrastructure through planning

DF1 Delivery of the plan and planning obligations

M1 Monitoring

5.6 The relevant London Plan SPGs are:

- Accessible London: Achieving an Inclusive Environment SPG (2014)
- Character and Context SPG (2014)
- Fire Safety LPG (Draft) (2022)
- Sustainable Design and Construction (2014)
- Green Infrastructure and Open Environments: The All London Green Grid SPG (2021)
- London Environment Strategy (2018)
- Air Quality Positive LPG (2023)
- Air Quality Neutral LPG (2023)
- 'Be Seen' energy monitoring guidance (2021)
- The Control of Dust and Emissions During Construction and Demolition (2014)
- Energy Assessment Guidance (2022)
- Mayor's Environment Strategy (2018)
- Mayor's Transport Strategy (2018)
- Sustainable Transport, Walking and Cycling LPG (2022)
- Cargo bike action plan (2023)

Bromley Local Plan (2019)

5.7 The relevant policies are:

- 30 Parking
- 31 Relieving Congestion
- 32 Road Safety
- 33 Access for all
- 34 Highway Infrastructure Provision
- 37 General Design of Development
- 70 Wildlife Features
- 72 Protected Species
- 73 Development and Trees
- 74 Conservation and Management of Trees and Woodland
- 77 Landscape Quality and Character
- 79 Biodiversity and Access to Nature
- 82 Locally Significant Industrial Sites (LSIS)
- 86 Office uses outside Town Centres and office clusters
- 109 Airport Public Safety
- 113 Waste Management in New Development
- 115 Reducing Flood Risk
- 116 Sustainable Urban Drainage Systems
- 117 Water and Wastewater Infrastructure
- 118 Contaminated Land

- 119 Noise Pollution
- 120 Air Quality
- 121 Ventilation and Odour Control
- 122 Light Pollution
- 123 Sustainable Design and Construction
- 124 Carbon Reduction, Decentralised Energy Networks and Renewable Energy
- 125 Delivery and Implementation of the Local Plan
- 5.8 London Borough Bromley Supplementary Planning Documents (SPDs):
- Planning Obligations SPD (June 2022)
- Urban Design Guide SPD (July 2023)

6. Assessment

6.1 Principle of development

- 6.1.1 The application site is located within a designated Locally Significant Industrial Site (LSIS). The Lower Sydenham LSIS has a very low vacancy rate and is performing well. It is currently being reviewed with the intention of being intensified and/or upgraded to strategic industrial site in the next iteration of the local plan.
- 6.1.2 Paragraph 85 of the NPPF states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 6.1.3 London Plan Policy E2 states that development of Use Class B (Business) should ensure that the space is fit for purpose having regard to the type and use of the space. Policy E7 of the London Plan also encourages the intensification of business uses to increase capacity. Co-location with other uses and mixed-use development may be considered appropriate where the surrounding parts of the LSIS should not be affected by the industrial and related activities on-site, such as their continued efficient function, access, service arrangements and days/hours of operation as many businesses have 7-day/24- hour access and operational requirements.
- 6.1.4 Bromley Local Plan Policy 82 seeks to safeguard the LSIS sites and states that Use Class B will be permitted within these locations with a view to refurbishing, redeveloping and intensifying these sites incorporating a flexible design.
- 6.1.5 This is endorsed by Policy E6 of the London Plan as that considers that Councils should make clear the range of industrial and related uses that are acceptable in LSIS, such as hybrid or flexible B1c (now E(g)(iii))/B2/B8 suitable for Small and Midsize Enterprises (SMEs) and

wider range of business uses etc. Proposals for employment generating uses that would result in a loss of Class B uses on a site will be permitted provided that the following is demonstrated:

- a the site is no longer suitable or viable for the existing or any potential Class B use, by refurbishment or redevelopment, in the medium to long term (as demonstrated through a period of recent, active marketing undertaken prior to the submission of a planning application, to the Council's satisfaction),
- b the proposed development contains a similar quantum of floorspace for employment generating uses and is flexibly designed to allow for future refurbishment for a range of industrial uses and other compatible employment uses,
- c the proposed use would not compromise the primary function of the LSIS, or the capacity of neighbouring sites in the LSIS to continue to accommodate Class B uses in the medium to long term, and
- d the proposed development is compatible in scale and design with its surroundings.
- 6.1.6 Further to the above, the draft GLA 'Industrial Land and Uses' London Plan Guidance emphasises the need to consider practical and market requirements when assessing the potential for intensification.
- 6.1.7 The proposal would result in a 671 sqm reduction of internal floorspace to create a larger service yard which is suitable for HGVs. The Planning Statement advises that this is considered a necessary component of any redevelopment of the site as the lack of a suitable service yard would significantly reduce the number of potential occupiers and limit the functionality of the employment site. However, it is advised that this reduction has been minimised as far as practicable, with the yard designed to be the smallest possible while still accommodating HGV movements.
- 6.1.8 It is argued that the existing yard is not of a sufficient scale or appropriate design to accommodate larger vehicles, as on-street loading would not be desirable or feasible for this site. Consequently, the yard is designed to be larger than the existing, resulting in an inevitable reduction in overall floorspace on site.
- 6.1.9 Local Plan Policy 82 sets out a range of criteria that should be fulfilled where proposals for employment generating uses "would result in a loss of Class B uses on a site". Officers agree, however, that the policy refers to the loss of uses rather than a loss of floorspace. As such, given the proposal would retain the employment generating use on the site, there would be no conflict with the requirements to address the requirements set out in the policy.
- 6.1.10 Overall, the opportunity to replace the existing unit and redevelop the site to improve the general layout/arrangement of buildings and upgrade the industrial facilities within the Local Strategic Industrial Site (LSIS) is supported by Policy 82 of the Bromley Local Plan. The use of the land

would be protected, and the quality of the development would improve the existing stock of employment floorspace. The proposal is also considered an enhancement through creating a modern, high quality employment space that can accommodate an increased range of prospective tenants and therefore to comply with Policies E6 and E7 of the London Plan.

6.2 Design - Acceptable

Optimisation of site

- 6.2.1 Policy D3 section A (Optimising site capacity through the design-led approach) of the London Plan sets out:
 - "A. All development must make the best use of land by following a design led approach that optimises the capacity of sites, including site allocations. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in Policy D2 Infrastructure requirements for sustainable densities), and that best delivers the requirements set out in Part D."
- 6.2.2 Policy D3 section B sets out the specific design considerations that should be factored into any design assessment. Policies D2 and D4 are also relevant to any assessment of development proposals, including whether the necessary infrastructure is in place to accommodate development at the density proposed.
- 6.2.3 In addition, Policy D5 of the London Plan states that development proposals should achieve the highest standards of accessible and inclusive design. Design and Access Statements, submitted as part of development proposals, should include an inclusive design statement.
- 6.2.4 Policy 37 of the Bromley Local Plan details that all development proposals will be expected to be of a high standard of design and layout.

Context

6.2.5 Lower Sydenham is a designated Locally Strategic Industrial Site (LSIS) and one of the primary industrial centres in the west of the borough. It has a self-contained, traditional industrial estate character and layout and is comprised largely of general industrial, warehousing and ancillary offices. It is bounded to the east by the rail line with Lower Sydenham station located at the northern end of the site. The remaining edges are a mix of open green space, including sports pitches in the centre of the LSIS, allotments and residential uses.

Design Approach

6.2.6 The opportunity to replace the existing unit and redevelop the site as an intensified medium-yard dependent industrial use is welcomed. The proposed yard-based layout and upgraded/adaptable industrial building (and office space) is supported. The design approach presented in the design document demonstrates a good understanding of the site characteristics and the surrounding context.

Layout

- 6.2.7 The proposal provides a functional and efficient layout incorporating an appropriate building footprint which is proportionate to the size of the application site (and that of the surrounding plots). The siting of the building follows the established building line, providing an active frontage to Kangley Bridge Road, maximising opportunities to improve the street scene and natural surveillance along a key pedestrian and cycle route.
- 6.2.8 Officers have some concerns relating to the interrelationship between pedestrian access and vehicle movements across the shared pedestrian/cycle route. It is considered that a clear visual delineation should be established between parking bays and the shared route e.g. material palette/landscape design alongside further landscape planting. This requirement will be secured by planning condition.

Height, scale, and massing

- 6.2.9 The proposed building would exceed the prevailing building heights within the LSIS. Officers acknowledge the level changes across the site and the applicant's massing/material strategy which would introduce human-scaled elements to the main façade to connect the building within the existing street scene.
- 6.2.10 The overall bulk of the building would be noticeable in several views and officers consider the townscape impact within the existing context to be moderate (adverse). It is noted that the emerging increase in scale to the residential apartments to the east highlights how significantly taller these buildings would be in comparison to the industrial estate. This is shown in section AA & DD (Fig. 6.2 below) which illustrates the 11 storey residential apartments towering over the eastern edge of Kangley Bridge Road. Therefore, and on balance, officers consider that any potential adverse visual impacts can be adequately mitigated through the introduction of additional landscaping works.

Appearance

6.2.11 The design approach to appearance which seeks to break down the appearance of scale, massing and form of the main elevation is supported. The proposed use of dark external cladding with lighter accents and glazing is considered appropriate in this context. The specification and details for external walls, roof, glazing, boundaries, surface, signage, lighting, and landscape planting would be secured by condition in any approval.

Secured by Design

- 6.2.12 London Plan Policy D3 states measure to design out crime should be integral to development proposals. Development should reduce opportunities for anti-social behaviour, criminal activities, and terrorism, and contribute to a sense of safety without being overbearing or intimidating. This approach is supported by BLP Policy 37 (General Design).
- 6.2.13 The design out crime officer was consulted and confirmed that a precommencement meeting with the applicants has already taken place and that if constructed in accordance with the proposed plans, the development would be safe and secure.

6.3 Impact on Residential Amenities - Acceptable

- 6.3.1 Local Plan Policy 37 requires development to respect the amenity of occupiers of neighbouring buildings and those of future occupants, providing healthy environments and ensuring they are not harmed by noise and disturbance, inadequate daylight, sunlight, privacy or by overshadowing.
- 6.3.2 The current distance from the existing building to the new dwellings to the east, currently under construction (ref. 20/00781/FULL1), is approximately 46m, whereas the new distance from the proposed building would increase to over 57m.

Noise

6.3.3 The flats to the east have been designed to include mitigation measures to control industrial and commercial sound both internally and to private external amenity areas. Technical noise considerations are included within the Environmental Health section of this report.

Lighting Conditions/Overshadowing

6.3.4 Given the scale, siting and the layout of the proposal, the new building would have limited impact to the neighbouring residential buildings in terms of the daylight/sunlight provision. The building form and orientation has also been designed not to result in any additional or adverse overshadowing.

Privacy

6.3.5 The rear (east) of the building would not feature windows, and therefore Outlook and would not affect the privacy of residents of the residential development to the east of the railway line.

Outlook

6.3.6 The slight increase in height of the proposed building would not harm the outlook of nearby residents, given the relatively limited scale and resulting separation distances.

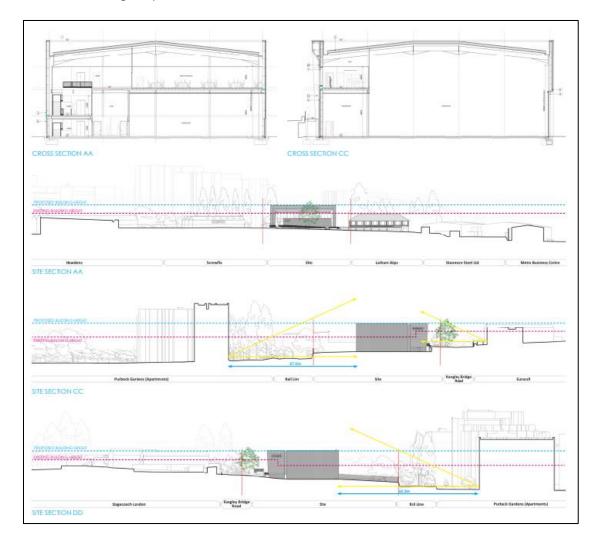


Fig.6.3.1 Proposed Sections.

6.4 Highways - Acceptable

- 6.4.1 Paragraph 109 of the NPPF requires significant development to be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- 6.4.2 Policy T1 of the London Plan advises that development proposals should facilitate the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041.

6.4.3 Policy 32 of the Bromley LP concerns the preservation of road safety, whereas Policy 31 states that any new development likely to be a significant generator of travel should be located in positions accessible by a range of transport modes.

Access

- 6.4.4 The current vehicle access junction on Kangley Bridge Road would be retained and enhanced to facilitate improved entry for heavy goods vehicles. Additionally, the road leading to the rear service yard would be maintained, allowing two cars to travel alongside each other. A swept path analysis has been conducted for articulated lorries and a 12- meter rigid lorry to demonstrate that the access can accommodate these vehicles without encroaching on the kerb.
- 6.4.5 The existing layout features give-way markings along the carriageway and at the rear of the footway/cycleway, enhancing safety for pedestrians and cyclists. These markings would be preserved in the proposed access design. Furthermore, the car parking area at the front of the site, accessed via the existing dropped kerb arrangement, would be retained. Pedestrian entrances to the building would be situated on the northern and southern sides of the unit.

Inclusive Access

6.4.6 The building perimeter would be step-free and a minimum of 1.5m wide. Dropped kerbs and tactile paving would be provided to assist the needs of people with mobility and visual impairments. The unit would be designed to comply with Part M of the Building Regulations, with level access thresholds and automatic opening doors to entrances. The unit would be fitted with Part M compliant stair and passenger lift to provide full access to all levels, disabled toilet and shower, as well as separate changing room and lockers at lower ground floor level.

Car Parking

- 6.4.7 The front parking area would accommodate 8 car parking spaces, including 1 disabled space. An additional 5 car parking spaces would be allocated at the rear within the service yard. These spaces would primarily serve the staff working in the warehouse on a daily basis. EV active charging points would be provided for 20% of spaces on opening with the remainder being passive electric spaces.
- 6.4.8 In terms of car parking, for B2, B8 and Office Proposals, Table 10.4 allows no greater than 1 space per 100 sqm of floorspace. The proposed development comprises 1,175 sqm of floorspace and would include a maximum of 13 parking spaces, thereby exceeding the number by 1 car parking space.

Cycle

6.4.9 In terms of cycle parking, Table 10.2 of the London Plan requires B2/B8 Land Use proposals to be provided with 1 cycle parking space per 500 sqm, whereas proposals for Land Use E(g)(iii) are required to provide 1 space per 250 sqm. The proposed development comprises 1,175 sqm of floorspace and would include 8 cycle parking spaces, therefore exceeding both requirements.

Impact on Highway Network

Trip Generation

- 6.4.10 The current trip generation for the industrial unit site has been determined using TRICS trip rates specifically designed for industrial units. While there are no directly comparable sites within TRICS in London, the search criteria were broadened to include all small industrial units across England. This approach is deemed appropriate.
- 6.4.11 To calculate the net trip generation the existing industrial unit trips have been subtracted from the proposed trips. This then provides the net difference in trips between the existing and proposed scenarios. There would be a decrease in total trips anticipated once the site is redeveloped due to the reduction in floorspace for the same potential use classes, as shown in Table 6.4 below.

Net Trips by Mode	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)		
Mode	Arrive	Depart	2-way	Arrive	Depart	2-way
Train	-1	0	-2	0	-2	-2
Bus	-1	-1	-1	0	-1	-1
Taxi	0	0	0	0	0	0
Motorbike	0	0	0	0	0	0
Car driver	-4	-1	-6	0	-3	-3
Car passenger	-1	0	-1	0	0	0
Cycling	0	0	-1	0	0	0
Walking	-1	-1	-1	0	0	0
Total	-7	-2	-12	0	-6	-6

Table 6.4 Net Trips by Mode.

Servicing and Delivery

- 6.4.12 Policy T7 of the London Plan, which requires development proposals to be designed to facilitate safe, clean, and efficient deliveries and servicing, with the provision of adequate off-street space designed and managed so that deliveries can be received outside of peak hours and in the evening or night time.
- 6.4.13 The layout of the site has been designed to accommodate the efficient delivery of goods, access for staff and visitors, refuse and emergency vehicles. The layout has been designed to allow HGVs to enter, turn and exit in forward gear and has been assessed through a swept path vehicle analysis.
- 6.4.14 Delivery and servicing vehicles would use the southern vehicle access to enter the site. They would then manoeuvre within the service yard at the rear of the building. A swept path drawing illustrates how these vehicles can efficiently enter, access the loading area, and exit the site while moving in forward gear.

Waste Management

- 6.4.15 The unit would have its own dedicated refuse store area within the yard space, which would provide space for both general and recycled waste. Typically, private refuse collections would be undertaken to suit the occupiers' specific requirements. The general site access arrangement would allow the refuse vehicle to access the service yards directly. Refuse collection would be undertaken within the site, and swept path analysis demonstrates that a refuse vehicle can safely access, navigate and egress the site.
- 6.4.16 Overall, the proposal would not result in unacceptable impacts to road safety or traffic.

6.5 Green Infrastructure and Natural Environment - Acceptable

- 6.5.1 NPPF Paragraph 180 states that planning decisions should contribute to and enhance the natural and local environment. Paragraph 186 further advises that if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.
- 6.5.2 London Plan Policy G6 Part D advises that "Development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available

- ecological information and addressed from the start of the development process."
- 6.5.3 Policy G5 of the London Plan outlines that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design.
- 6.5.4 Policy G7 (Trees and Woodlands) states that development proposals should ensure that, wherever possible, existing trees of value are retained. The planting of additional trees should generally be included in new developments particularly large canopied species which provide a wider range of benefits because of the larger surface area of their canopy.
- 6.5.5 Policy 72 of the Local Plan states that planning permission will not be granted for development or change of use of land that will have an adverse effect on protected species, unless mitigating measures can be secured to facilitate survival, reduce disturbance or provide alternative habitats.
- 6.5.6 Policy 73 requires proposals for new development to take particular account of existing trees on the site and on adjoining land, which in the interests of visual amenity and/or wildlife habitat, are considered desirable to be retained. Tree preservation orders will be used to protect trees of environmental importance and visual amenity. When trees have to be felled, the Council will seek suitable replanting.

Trees

- 6.5.7 The Arboricultural Method Statement submitted satisfactorily addresses the key constraints. In terms of trees, the proposal would not result in harm or loss to any existing trees. Two offsite trees present within the surrounding zone of influence adjacent to the site would be protected during construction through the use of protective fencing or other methods appropriate to safeguard the root protection areas of retained trees. The precautionary measures outlined would allow for retention of trees surveyed.
- 6.5.8 The proposal would introduce two trees to the rear of the site. An imposition of a condition requiring the submission of a detailed landscaping scheme is recommended.

<u>Urban Greening</u>

6.5.9 The proposals would achieve an Urban Greening Factor of 0.07, which is below the general target of 0.3 for commercial development identified in Policy G5 of the London Plan. However, officers acknowledge that Policy G5 makes it clear that the 0.3 target score does not apply to B2 or B8 schemes, recognising the practical difficulties in achieving this for developments of this type.

6.5.10 Noting the practical requirements for a functional building and operational yard area, officers agree that the proposal attempts to maximise the urban greening on the site and considering a significant biodiversity net gain achieved by the new landscaping (discussed above), the proposal is considered acceptable in this regard.

Habitats and Biodiversity

- 6.5.11 The site itself is not subject to any statutory or non-statutory ecological designations. The nearest statutory nature conservation designation to the site is Beckenham Place Park Local Nature Reserve (LNR), which is located approximately 0.9km east of the site. The LNR is designated on the basis of the ancient woodland and acid grassland present. The next nearest statutory nature conservation designation to the site is Sydenham Hill Wood and Fern Bank LNR, which is located approximately 2.5km east of the site and is designated for its ancient woodland.
- 6.5.12 The nearest non-statutory nature conservation designation to the site is River Pool at New Beckenham Site of Importance for Nature Conservation (SINC) which is located approximately 0.1km south of the site. The SINC forms a section of the River Pool, which is not publicly accessible. The next nearest non-statutory designation is North Sydenham station and allotments SINC which is located approximately 0.18km north of the site.
- 6.5.13 All of the above ecological designations in the surrounding area are physically well separated from the site and are therefore unlikely to be adversely affected by the proposals.
- 6.5.14 Ecological Appraisal by Aspect Ecology confirms that the site itself is dominated by existing built form, with the only vegetation in the form of ornamental planting located along the northern boundary, along with sparse colonising weeds within gaps and cracks in the hardstanding. The habitats within the site offer negligible opportunities for protected species with the exception of bats (for which further assessment is provided below) and their loss to the proposals is of generally negligible significance.

Bats

Roosting

6.5.15 The existing building was recorded to provide moderate suitability for roosting bats and was therefore subject to further survey work in the form of one dusk emergence and one dawn re-entry survey (24 August 2023 /8 September 2023) with no evidence of roosting bats recorded. As such, the proposals are unlikely to result in any adverse effects on roosting

bats, such that no further survey, specific mitigation or licensing for bats would appear to be required.

- 6.5.16 Nonetheless, bats are dynamic animals and as such it remains possible that individuals could colonise the site in the future. Accordingly, recommended precautionary mitigation measures are set below and subject to their implementation it is considered that bats would be fully safeguarded under the proposals:
 - Updated Survey: should any considerable time (e.g. >2 years) elapse between the survey work detailed above and any development works, a further survey of the building with potential to support roosting bats should be undertaken prior to the commencement of works to confirm the continued absence of bats.
 - Removal of Roofs: removal of any roofs or other structures with potential to support or conceal roosting bats, should be undertaken with care during favourable weather conditions (e.g. not during heavy rain, high winds or unseasonable low temperatures) under an appropriate watching brief maintained by contractors. Should any bats be encountered, works would need to stop and Aspect Ecology contacted so that suitable mitigation can be agreed prior to works re-commencing. This may potentially involve discussion with Natural England and acquisition of a development licence for works to resume.
 - Sensitive Lighting: light-spill onto retained and newly created habitat, and offsite vegetated areas (in particular the offsite railway corridor along the western boundary), should be minimised. This may be achieved through the implementation of a sensitively designed lighting strategy, with consideration given to the following key factors: light exclusion zones, appropriate luminaire specifications, light barriers / screening, spacing and height of lighting units, light intensity (i.e. lux levels), directionality, dimming and part-night lighting.

Foraging / Commuting

6.5.17 The site offers negligible opportunities for foraging or commuting bats (supported by the very limited number of bats recorded during the above emergence/re-entry survey work). On this basis, subject to the implementation of the recommendations outlined above, in particular in relation to sensitive lighting, along with other ecological enhancements, it is considered that the conservation status of local bat populations will be fully safeguarded under the scheme.

Birds

- 6.5.18 Birds recorded within the site during the Phase 1 survey included Wood Pigeon, Blackbird and House Sparrow. The other species are not listed as having any special conservation status. Whilst the habitats present within the site are largely lacking in vegetation and are unlikely to offer significant opportunities for bird species, with any opportunities limited to minor foraging/nesting potential within denser areas of ornamental planting and perching sites on the existing building. In the long-term, new nesting opportunities would be available for birds.
- 6.5.19 Notwithstanding the limited vegetation currently present within the site, to avoid a potential offence under the relevant legislation, no clearance of suitable vegetation should be undertaken during the bird-nesting season (1st March to 31st August inclusive). If this is not practicable, any potential nesting habitat to be removed should first be checked by a competent ecologist in order to determine the location of any active nests. Any active nests identified would then need to be cordoned off (minimum 5m buffer) and protected until the end of the nesting season or until the birds have fledged. These checking surveys would need to be carried out no more than three days in advance of vegetation clearance. This requirement should be secured through a condition in any approval.

Ecological Enhancements

Habitat Creation

New Planting

6.5.20 Where practicable, new planting within the site would be comprised of native species, including shrubs appropriate to the local area. Areas of sedum green roof are also proposed over the cycle shelter and bin store, which would provide ecological benefits for invertebrate species in particular. It is recommended that suitable native species are included and features/management incorporated to maximise the biodiversity value of these features.

Invertebrates

6.5.21 Where possible, it is recommended that a number of bee bricks be incorporated into the development (e.g. within building facades or retaining walls) thereby increasing nesting opportunities for declining populations of non-swarming solitary bee populations. Ideally, bee bricks should be located within suitable south-facing walls, located at least 1m off the ground. The bricks should be unobstructed by vegetation, though within close vicinity of nectar and pollen sources.

Biodiversity Net Gain

6.5.22 Overall, the metric indicates a calculated net gain of 0.03 habitat units (representing a net change of 107.26%) within the site. No hedgerows, tree lines or watercourses are present or affected, such that no assessment is appropriate/required in relation to hedgerow units or watercourse units. The trading summary indicates that all of the relevant rules associated with the metric would be satisfied, with a resultant calculated biodiversity net gain in excess of 10% in habitat units.

6.6 Environmental Matters - Acceptable

Noise

- 6.6.1 Paragraph 191 of the NPPF states that development should be appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, and the potential sensitivity of the site or the wider area.
- 6.6.2 London Plan Policy D14 advises that residential and other non-aviation development proposals should manage noise by avoiding significant adverse noise impacts on health and quality of life.
- 6.6.3 Policy 119 of the Bromley LP states that in most cases where there is a risk of cumulative impact on background level over time or where an area is already subject to an unsatisfactory noise environment, applicants will be required to ensure that the absolute measured or predicted level of any new noise source is 10dB below the existing typical background noise level when measured at any sensitive receptor.
- 6.6.4 An Environmental Noise Impact Assessment prepared by Sharps Acoustics concludes that the noise resulting from the proposal would not have any impact on overall daytime noise levels, and nighttime noise levels would be increased by less than 1dB and would unlikely be discernible, given that the closest noise-sensitive receptors have been designed to ensure a satisfactory internal and external noise environment from industrial/ commercial sound emanating from the industrial estate.

Air Quality

- 6.6.5 Policies SI 1 of the London Plan and Policy 120 of the Bromley Local Plan refer to the need to tackle poor air quality. It states that for major developments, an Air Quality Assessment should be carried out before designing the development to inform the design process. Developments should aim to meet "air quality neutral" benchmarks in the GLA's Air Quality Neutral report. Policy SI 1 (B1) of the London Plan states that in order to tackle poor air quality, protect health and meet legal obligations, development proposals should not:
 - a) lead to further deterioration of existing poor air quality

- b) create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits
- c) create unacceptable risk of high levels of exposure to poor air quality.
- 6.6.6 Policy SI1 (B2)(a) of the London Plan further states that development proposals must be at least Air Quality Neutral.
- 6.6.7 Policy 120 of the Bromley Local Plan requires developments likely to have an impact on Air Quality to submit an Air Quality Assessment and aim to meet "air quality neutral" benchmarks in the GLA's Air Quality Neutral Report. In addition, to comply with Policy SI 1 of the London Plan, proposals should not (a) lead to further deterioration of existing poor air quality, and (b) create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits.
- 6.6.8 The proposed development is situated in an Air Quality Management Area. An Air Quality Assessment, prepared by TRC, is submitted with this application. The report concludes that the residual effects of the construction phase on air quality are considered to be not significant. The proposed development is expected to result in a negligible impact associated with the operational phase traffic on nearby receptors and the residual effects are deemed to be not significant, in line with Environmental Protection UK (EPUK) and IAQM significance criteria. Additionally, the assessment also considered Air Quality Neutrality, and based on the net reduction in trip generation, concluded that the proposed development would be at least AQ Neutral.
- 6.6.9 The Council's Environmental Health raised no objections subject to appropriate conditions regulating the demolition and construction processes, the use of non-road mobile machinery and gas boilers.

Contamination

- 6.6.10 Policy 118 of the Bromley Local Plan states that where the development of contaminated land, or land suspected of being contaminated, is proposed, details of site investigations and remedial action should be submitted.
- 6.6.11 A Phase 2 Land Contamination Assessment prepared by Soiltechnics submitted with the application concludes that the proposed industrial development is relatively low sensitivity, and ground investigation works undertaken to date show a low level of contamination to be present, although given the existing building on site, further investigation would be required post demolition. The report recommends further work relating to investigation of areas of the site not currently accessible and provision of a remediation strategy taking account of these findings. It is therefore recommended that a land contamination assessment condition

- is attached to any approval to prevent harm to human health and pollution of the environment.
- 6.6.12 Further to the above, given the site's location in a groundwater source protection zone additional conditions would also be imposed on any grant of planning permission in line with the comments received from Thames Water and Environmental Agency.

Lighting

- 6.6.13 Policy 122 of the Bromley Local Plan states that lighting in new development, including flood lighting, should be at an appropriate level so as to minimise impact on amenity whilst ensuring safe and secure places. Lighting should have no adverse effect on residential amenity through glare or hours of operation, not be visible from the wider area, and have no adverse impact on road safety, landscape or nature conservation.
- 6.6.14 A lighting strategy report prepared by MBA outlines the equipment to be used and its placement within the scheme. The strategy proposes to restrict illumination to mitigate any potential impact to properties adjacent to the proposed site. In addition, consideration has been taken to ensure no loss of amenity due to glare through shielding of the lamps, choice of luminaires and efficient mounting heights. This is considered acceptable.

6.7 Energy and Sustainability - Acceptable

Minimising Greenhouse Gas Emissions

- 6.7.1 The London Plan Policy SI2 'Minimising greenhouse gas emissions' states that Major development should be net zero-carbon, reducing greenhouse gas emissions in accordance with the energy hierarchy:
 - 1) be lean: use less energy and manage demand during operation
 - 2) be clean: exploit local energy resources (such as secondary heat) and supply energy efficiently and cleanly
 - 3) be green: maximise opportunities for renewable energy by producing, storing and using renewable energy on-site
 - 4) be seen: monitor, verify and report on energy performance.
- 6.7.2 Major development proposals should include a detailed energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy. A minimum on-site reduction of at least 35 per cent beyond Building Regulations is required for Major development Of the 35% residential development should achieve 10 per cent through energy efficiency measures.
- 6.7.3 Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:

- 1) through a cash in lieu contribution to the borough's carbon offset fund, or
- 2) off-site provided that an alternative proposal is identified and delivery is certain.
- 6.7.4 Policies 123 and 124 of the 2019 Bromley Local Plan are consistent with the strategic aims of the London Plan energy policies.
- 6.7.5 An Energy Strategy prepared by MBA confirms that the proposal would be zero-carbon and would achieve a BREEAM Excellent rating, thereby exceeding London Plan and Building Regulations Part L requirements. This is a substantial improvement to the existing building and would be achieved without the use of carbon offsetting, and thus is considered a significant benefit of the scheme. The report confirms that the proposal would provide on-site energy generation in the form of Solar PV arrays.

Overheating

- 6.7.6 London Plan Policy SI 4 states major development should demonstrate through an energy strategy how they will reduce the potential for internal overheating and reliance on air conditioning systems in accordance with the cooling hierarchy.
- 6.7.7 The results from the TM52 analysis indicate that active cooling would be required, as passive measures alone are not sufficient to mitigate the risk of overheating requiring the incorporation of mechanical ventilation and acting cooling through highly efficient air source heat pumps. The energy required for these measures would be provided by photovoltaic panels located on the roof of the building. Overall, officers agree that the cooling hierarchy set out in Policy SI4 have been followed.

6.8 Suds and Flood Risk - Acceptable

- 6.8.1 London Policy SI12(C) requires development proposals to ensure that flood risk is minimised and mitigated, and that residual risk is addressed. This should include, where possible, making space for water and aiming for development to be set back from the banks of watercourses. Policy SI13 of the London Plan states that drainage should be designed and implemented in ways that promote multiple benefits including increased water use efficiency, improved water quality, and enhanced biodiversity, urban greening, amenity and recreation.
- 6.8.2 Policy 116 (Sustainable Urban Drainage System) of the LBB Local Plan states that all developments should seek to incorporate Sustainable Urban Drainage Systems or demonstrate alternative sustainable approaches to the management of surface water as far as possible.
- 6.8.3 The site is located in Flood Zone 1, at low risk of all forms of flooding. The application is supported by a Flood Risk Assessment and Drainage Strategy Report by Burrows Graham which advises that the strategy has

been guided by a pre-development enquiry with Thames Water, who have confirmed that the foul flows can discharge to the adjacent combined public sewer and that the drainage strategy should be supported by a hierarchical approach. If infiltration is not feasible, Thames Water would accept peak surface water discharge to the combined public sewer.

- 6.8.4 The report concludes that 100% greenfield runoff rates would not be feasible for the development proposed. Following the hierarchical approach, a 94% reduction in pre-development discharge rates can be achieved through the use of various measures including green roofs and permeable parking spaces. To offset residual surface water, a connection to a combined sewer has been deemed necessary, which Thames Water has accepted would be an appropriate method of discharge. This is considered as an acceptable approach.
- 6.8.5 The Council's drainage officer, Thames Water and Environment Agency raised no objections to the proposal subject to appropriately worded conditions.

6.9 Fire Safety - Acceptable

- 6.9.1 London Plan Policy D12 states that, in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety, and all Major Development Proposals are required to demonstrate compliance through the submission of a fire statement.
- 6.9.2 To address the above policy requirement, a Planning Fire Statement prepared by Jensen Hughes has been submitted. The report confirms that the scheme would meet all British safety standards for Fire. In terms of Policy D12, the tables provided at section 2.0 of the report confirm that all aspects of the policy have been addressed in the report, therefore confirming that the scheme is compliant with Policy D12 in respect of Fire Safety.
- 6.9.3 Compliance to the fire statement would be conditioned however, compliance with the Building Regulations would still be required at the appropriate stage of the development.

7. Other Issues

Equalities Impact

7.1 Section 149 of the Equality Act (2010) which sets a Public Sector Equality Duty (PSED) came into force in April 2011 and requires the Council to consider the equality impacts on all protected groups when exercising its functions.

- 7.2 In the case of planning, equalities considerations are factored into the planning process at various stages. The first stage relates to the adoption of planning policies (national, strategic and local) and any relevant supplementary guidance. A further assessment of equalities impacts on protected groups is necessary for development proposals which may have equality impacts on the protected groups.
- 7.3 With regards to this application, all planning policies in the London Plan and Bromley Local Plan and National Planning Policy Framework (NPPF) which have been referenced where relevant in this report have been considered with regards to equalities impacts through the statutory adoption processes, and in accordance with the Equality Act 2010 and Council's PSED. Therefore, the adopted planning framework which encompasses all planning policies which are relevant in the officers' assessment of the application are considered to acknowledge the various needs of protected equality groups, in accordance with the Equality Act 2010 and the Council's PSED.
- 7.4 It is also necessary to have due regard to the public sector equality duty, which sets out the need to eliminate unlawful discrimination, harassment and victimisation; to advance equality of opportunity; and to foster good relations between people who share a protected characteristic and people who do not share it.
- 7.5 The protected characteristics to which the Public Sector Equality Duty (PSED) applies include age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, sexual orientation, religion or belief and sex.
- 7.6 The building has been designed to take account of the specific needs of disabled people. The access to the building would be step-free with dropped kerbs and tactile paving to assist the needs of people with mobility and visual impairments. The unit would be designed to comply with Part M of the Building Regulations, with level access thresholds and automatic opening doors to entrances. The unit would be fitted with Part M compliant stair and passenger lift to provide full access to all levels, disabled toilet and shower, as well as separate changing room and lockers at lower ground floor level.
- 7.7 The development proposal offers new opportunities to access employment. Although the exact number of jobs generated by the proposed development would depend on the final land uses occupying the site, the proposal would have a positive impact on economically inactive people and those unemployed which are those in the categories of age, sex and disability, as well as indirectly on children (workless households).
- 7.8 The proposal is expected to give rise to negative impacts in relation to demolition and construction, such as increased vehicular movements, noise and air quality aspects. These impacts would have the potential to

affect the following equality groups: age, disability, pregnancy and maternity. These impacts are however considered short term and would depend on the measures that would be set out in the Construction Management Plan and other relevant conditions aimed to minimise disruption and mitigate the impacts.

7.9 In conclusion, it is considered that LB Bromley has had due regard to section 149 of the Equality Act 2010 in its consideration of this application and resulting recommendations to the Plan Sub Committee.

Community Infrastructure Levy

- 7.10 Under the terms of the Planning Act 2008 (as amended) and Community Infrastructure Levy Regulations 2010 (as amended), the proposal would be liable for the Mayoral CIL. 'MCIL2' places a rate of £60 per sqm on all development except health and education uses in all of Greater London.
- 7.11 The London Borough of Bromley Community Infrastructure Levy (CIL) proposals were approved for adoption by the Council on 19 April 2021, with a date of effect on all relevant planning permissions determined on and after 15 June 2021. Proposals involving commercial floorspace are not liable for the local CIL.

8. CONCLUSION

- 8.1 The proposal is for the demolition of existing building and redevelopment of site for industrial processes (Use Class E(g)(iii)); industrial (Use Class B2); and/or storage and distribution (Use Class B8)) purposes, with ancillary offices and associated parking, servicing, access arrangements and other associated works.
- 8.2 Officers acknowledge the local requirement for modern/adaptable industrial units and the aspirations for the Lower Sydenham Locally Significant Industrial Site, therefore the principle to redevelop the site to provide an improved unit is supported from a land use perspective.
- 8.3 The design of the proposed unit would not appear out of keeping with the surrounding industrial buildings, offices and warehouses. The siting, layout and scale of the proposal is considered acceptable and would not
- 8.4 The operating, servicing and delivery hours would be managed by planning condition and is not considered to have an adverse impact on residential amenities in the area.
- 8.5 Sustainability measures proposed would ensure that the proposal would be zero-carbon and would achieve a BREEAM Excellent rating, thereby exceeding London Plan and Building Regulations Part L requirements.

- 8.6 The proposed development is not considered to result in an unacceptable impact on surrounding highway network and environmental matters such as air quality, contamination, noise, light pollution, drainage, would be subject to appropriate conditions if the application was deemed acceptable overall.
- 8.7 Subject to the planning conditions, it is considered that the proposal would be acceptable and planning permission should be granted.

RECOMMENDATION: Application Permitted

Subject to the following conditions:

- 1. Time limit for commencement of development
- 2. In accordance with the approved plans
- 3. Piling Method Statement
- 4. Remediation Strategy
- 5. Slab Levels
- 6. Construction Management Plan
- 7. External Materials, Specification and Details of Finishes
- 8. Landscaping Plan
- 9. Biodiversity Enhancements/Ecological Mitigation Measures
- 10. Verification Report
- 11. Plant noise
- 12. Parking and Electric Vehicle Charging Points
- 13. Cycling
- 14. Servicing and Delivery Strategy
- 15. Unknown Contamination
- 16. Operating Hours
- 17. Delivery Hours
- 18. Land Use
- 19. Arboricultural Method Statement/Tree protection
- **20.SUDS**
- 21. Energy
- 22. Air Quality
- 23. Fire Strategy
- 24. Lighting Strategy
- 25. Access (Highway Licence)
- 26. Updated Bat Survey (should more than 2 years elapse between the survey work and any development works)
- 27. Removal of Roofs

Delegated Authority be given to the Assistant Director: Planning & Building Control to make variations to the conditions and to add any other planning condition(s) as considered necessary.