

# Appendix 1

## Draft Planning Conditions – 4-8 Sedgemere Road

24/02488/FULM

### Time Limit

1. The development hereby permitted shall begin no later than three years from the date of this decision.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by the Planning and Compulsory Purchase Act 2004) to prevent the accumulation of unimplemented planning permissions.

### Compliance with the Approved Plans

2. The development shall be carried out in accordance with the approved drawings listed in the Schedule to this decision notice.

Reason: For the avoidance of doubt and in the interests of good planning.

### NRMM

3. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall not exceed the emission standards set out in chapter 7 of the Mayor of London's 'Control of Dust and Emissions During Construction and Demolition' Supplementary Planning Guidance (SPG) 2014, or subsequent guidance. Unless it complies with the above standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. An inventory of all Non-Road Mobile Machinery (NRMM) must be kept on site during the course of the demolition, site preparation and construction phases of the development, and must be registered on the online register at <https://nrmm.london/>. All machinery should be regularly serviced and service logs kept on site for inspection. Records should be kept on site which details proof of emission limits for all equipment. This documentation should be made available to local authority officers as required until development completion.

Reason: In the interests of maintaining local air quality. The Non Road Mobile Machinery must be registered prior to the commencement of development, as it is used in the demolition/construction process.

### Flood Risk

4. The sleeping accommodation of the first floor finished floor level must be set no lower than 6.850 metres above Ordnance Datum (mAOD), in line with Section 5: Managing Flood Risk of the submitted Flood Risk Assessment (Document REF: P451519-WW-XX-XX-RP-C-0001, revision P9, dated 28/07/2025). This mitigation measure shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangement. The measure detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce the risk of flooding to the development and occupants. The first floor is the lowest floor level that will have sleeping accommodation, according to the submitted documentation.

### **Active Frontage**

5. For the lifetime of the development, the external glazed surface areas to the ground floor frontages of the development hereby approved, shall be maintained wholly transparent, shall not be mirrored, painted or otherwise obscured by applied vinyls or other treatments placed on the glazing, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure a satisfactory external appearance, to prevent harm to the street scene and public realm, and ensure active frontages to all street frontages and natural surveillance of the streets.

### **No Telecommunications Equipment**

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development (England) Order 2015 (or any Order revoking or re-enacting that principal Order with or without modification), no additional aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without planning permission first being obtained.

Reason: To protect the appearance of the building and to ensure that the visual impact of telecommunications equipment upon the surrounding area can be considered.

### **Flood Evacuation Management Plan**

7. The development hereby permitted shall be carried out in accordance with the provisions of the Flood Evacuation Management Plan (REF: P451519-WW-XX-XX-RP-C-0003, revision P2, dated 24/03/2025). The Flood Evacuation Management Plan shall be implemented for the lifetime of the development, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the development incorporates the necessary flood evacuation management measures.

### **No Infiltration of Surface Water**

8. No infiltration of surface water drainage into the ground is permitted unless details have first been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants.

### **Fire Statement**

9. Prior to the commencement of any development hereby consented (with the exception of site preparation and demolition works), an updated Fire Statement shall be submitted to and approved in writing with the Local Planning Authority. The measures set out within the Fire Statement shall be installed and operational prior to the first occupation of the development and shall be retained and kept operational for the lifetime of the development, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that the development incorporates the necessary fire safety measures in accordance with London Plan policies D12 and D5(D5).

### **Highway works**

10. Prior to the commencement of any development hereby consented (with the exception of site preparation and demolition works), details of the highway works adjacent to the site on Sedgemere Road and Harrow Manorway shall be submitted to and approved in writing with the Local Planning Authority. The highway works shall be completed prior to first occupation and the development shall be constructed in line with the details that have been approved.

Reason: In the interests of the highway safety and the environment.

### **Surface Water Drainage**

11. Prior to the commencement of development hereby permitted (with the exception of site preparation and demolition works), details of all on site SuDs and attenuation measures shall be submitted to and approved in writing by the Local Planning Authority, demonstrating that the previously identified site surface water discharge rate of 1 l/s to the Thames Water Sewer network will be achieved. The submitted scheme shall include details of:
  - a) The drainage connections locations to the public sewer to be located as per the planning drawing P451519-WW-XX-00-DR-C-1001, revision P6, dated 07/08/2025;
  - b) Calculations to demonstrate that the proposed system is fit for purpose, including correctly sized attenuation to achieve the identified surface water discharge rate of 1 l/s;
  - c) Assessment of monitored seasonal groundwater levels to inform the design and levels of storage features;
  - d) Construction details of features contributing to the discharge rate including blue and green roofs, permeable paving, attenuation tanks and bio-retention areas (tree pits and raingardens). This shall be supported by fully detailed engineering drawings including cross and long sections for all the SuDS elements. This shall be supported by a clearly labelled layout plan showing the pipe network;
  - e) Details of final exceedance routes;
  - f) The number, location, and specification of the rainwater butts;
  - g) Details and installation of rainfall attenuation units for capturing and reusing water;
  - h) Include a timetable for its implementation; and,
  - i) Provide a management and maintenance plan for the lifetime of the development, developing on the requirements described in CIRIA C753 – The SuDS Manual, to include inspection pits and on-going monitoring requirements to ensure that the system performs as designed.

The development shall only be carried out in accordance with the approved details and retained and kept operational thereafter.

Reason: To ensure acceptable surface water drainage.

## **Final Groundwater Monitoring Report**

12. Prior to the commencement of any development hereby consented (with the exception of site preparation and demolition works) suitable investigations shall be undertaken to determine the ground and groundwater conditions (including levels) at the site and the findings shall be submitted to and approved in writing by the Local Planning Authority in the form of a Final Groundwater Monitoring Report. The submitted Final Groundwater Monitoring Report shall include the following, where the investigations conclude they are necessary:

- a) details of, and a commitment to implement, any proposed remedial measures;
- b) a commitment to monitor pumped water during any dewatering; and
- c) details of how the contractor intends to control groundwater and maintain the stability of excavations.

Thereafter, the development shall not be carried out other than in accordance with the approved Final Groundwater Monitoring Report.

Reason: To ensure that the basement and lower ground floor levels of the building would not be adversely affected by groundwater.

## **Demolition and Construction Environmental Management and Logistics Plan**

13. Prior to the commencement of development hereby permitted, a Demolition and Construction Environmental Management and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include details of:

- a) Demolition plans;
- b) The location of notice boards on the site to include details of the site manager, including contact details (phone, email, postal address) and 'out of hours' contact details;
- a) A strategy for the parking of vehicles of site operatives and visitors to minimise impacts on the surrounding roads;
- b) A strategy for the loading and unloading of plant and materials;
- c) A strategy for the storage of plant and materials used in constructing the development;
- d) Details of the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- e) Details of any means of protection of services such as pipes and water mains within the road;
- f) Details of days/hours of work and deliveries of construction materials and where necessary, how construction vehicles will be managed during the peak hours to minimise conflicts with other vehicles on site;
- g) Measures to be adopted to maintain the site in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities;
- h) Measures to be adopted to ensure that pedestrian and cycle access past the site on the public footpaths is safe and not obstructed during construction works;
- i) Construction site lighting;
- j) A plan showing an indication of where the location of workers conveniences (e.g. toilets, showers), including cycle storage and changing facilities;
- k) Reasonable measures to be adopted, such as a restriction on the size of construction vehicles and machinery accessing the site, to minimise any potential damage occurring to adjacent streets throughout the construction

- period, surveys of condition of local streets (including Sedgemere Road and Overton Road) and footways subject to large HGVs or delivery of larger plant;
- l) Location of vehicle and construction machinery access during the period of site works including identification of any works necessary to the public highway necessary to provide a means of access during the construction and/or operation of the development;
  - m) Numbers and timing of truck movements throughout the day and the proposed routes broken down by size of trucks;
  - n) Vehicle holding areas;
  - o) Construction traffic routes;
  - p) Noise suppression measures;
  - q) Procedures including wheel washing for controlling sediment runoff, dust and the removal of soil, debris and demolition and construction materials from public roads or places;
  - r) Air quality mitigation measures (which shall accord with the recommendations set out within the Air Quality Assessment RWDI # 2401504, Issue 3, September 2024). This shall also include a Dust Management Plan, including details of mitigation measures for dust and emissions during demolition and construction along with a monitoring regime for the same; and,
  - s) An updated Demolition and Construction Site Waste Management Plan which includes details of managing demolition and construction waste having regard to the site waste hierarchy (prevention, reuse, recycling, recovery, safe disposal).
  - t) Confirmation that all construction activities including contractors and subcontractors need to comply with the national Construction Logistics and Community Safety (CLOCS) Standard and Direct Vision Standard in terms of the requirements for construction vehicles and construction traffic operations; and
  - u) Details to ensure suitable ecological protections and mitigations during the construction phase (which shall accord with the recommendations set out within the Ecological Impact Assessment).

The development hereby permitted shall only be carried out in accordance with the approved details.

Reason: In order to ensure that the construction of the development is undertaken in a manner which minimises its' effect on the local environment.

### **Archaeology**

14. Prior to the commencement of the development hereby permitted including any excavation works (excluding initial site set up), a Stage 1 Written Scheme of Investigation (WSI) shall be submitted to and approved by the Local Planning Authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a Stage 2 WSI shall be submitted to and approved by the Local Planning Authority in writing. For land that is included within the Stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed Stage 2 WSI which shall include:

- a) The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;

- b) Where appropriate, details of a programme for delivering related positive public benefits;
- c) The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

Reason: To ensure suitable management of heritage assets of archaeological interest.

### **Piling Method Statement**

15. No piling shall take place until a Piling Method Statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) and piling layout plan including all Thames Water wastewater assets, the local topography and clearance between the face of the pile to the face of a pipe has been submitted to and approved in writing by the Local Planning Authority (in consultation with Thames Water). The development shall be carried out in accordance with the approved details.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure.

### **Arboricultural Method Statement**

- 16.
- a) The development hereby approved shall be undertaken in accordance with the measures set out within the Arboricultural Method Statement, Tree Protection Plan (ref PC TPP 01 Rev A) and Arboricultural Impact Assessment (ref PC AIA 01 Rev A) prepared by Plowman Craven, dated September 2024. Existing trees identified as to be retained shall be protected in accordance with the measures outlined.
  - b) All fencing shall be in place before any equipment, machinery or materials are brought on to the site for the purpose of development. Within the area of the protective fencing the following is prohibited:
    - I. the placing or storage of any equipment, plant, fuels, machinery or materials;
    - II. raising or lowering the ground level;
    - III. the lighting of fires;
    - IV. excavation of trenches or pits; and,
    - V. the disposal of any substance above or below ground level.
  - c) In the event that any part of the protective fencing is damaged or removed during the course of the development it shall be repaired or replaced as soon as possible. No protective fencing shall be removed from the relevant Phase of the development until all equipment, machinery and surplus materials have been removed from that Phase.

Reason: To prevent any unnecessary damage to the trees during the construction process. These details are required prior to the commencement of construction as they relate to the protection of trees during construction works.

## Digital Connectivity

17. Prior to the commencement of above ground works, detailed plans shall be submitted to and approved in writing by the Local Planning Authority demonstrating the provision of sufficient ducting space for full fibre connectivity infrastructure within the development. The development shall be carried out in accordance with these plans and retained and kept operational as such in perpetuity.

Reason: To provide high quality digital connectivity infrastructure to contribute to London's global competitiveness in accordance with policy SI 6 of the London Plan (2021).

## Materials

18. Within three months of the commencement of above ground works and prior to the installation of any external facing materials, a schedule of materials and products of all external facing materials to be used in the construction of the building hereby approved (along with material sample boards and/or full-size mock-ups where so required by the Local Planning Authority), have been submitted to and approved in writing by the Local Planning Authority. The details shall include detailed drawings (where relevant) of:

- a) Principal features on the facades e.g. bay studies ;
- b) Ground floor frontages including entrances, glazing and signage zones, infill panels on plant rooms/bike stores etc, non-residential frontages;
- c) Elevational location of all items which are fixed to the façade e.g. fins/louvres, rainwater pipes, lighting, CCTV, alarms including any provision for cable runs boxes;
- d) Head, jamb and sill details, including profiles, for typical openings and all ground floor entrances and doors to balconies / terraces
  - i. Detailed design of the lift enclosures
  - ii. Details of all rooftop structures including flues, plant, lift overruns, cleaning cradles
  - iii. details of the external glazed surface areas to the ground floor frontages
  - iv. Details of materials and products, including colours and finishes, of:
    - Façade and roof cladding materials
    - Brick and mortar type including mortar joint profile
    - Facing metalwork (e.g. balustrades, service doors, screens, gates)
    - Soffit and canopy materials
    - Balconies and privacy screens
    - External guttering
  - v. Details of the wind baffles required at ground floor.

The development shall be carried out and retained in accordance with the approved details.

Reason: To ensure the satisfactory external appearance of the development.

## Secure by Design

- 19.
- a) Within three months of the commencement of above ground works, design details of security (Secured by Design) measures have been submitted to and approved in writing by the Local Planning Authority to demonstrate that the development will include principles to promote good secure design practices.

- b) Full details and appropriate certificates detailing implementation of security (Secured by Design) measures in line with (a), shall be submitted to and approved in writing by the Local Planning Authority prior to occupation of the development. The security measures approved shall be implemented in accordance with the approved details, completed prior to first occupation of the development and retained and kept operational for the lifetime of the development.

Reason: In order to achieve the principles and objectives of Secured by Design to improve community safety and crime prevention.

### **Incorporation of Photovoltaic Panels**

- 20. Within three months of the commencement of above ground works, details of a study to demonstrate the feasibility of providing roof mounted photovoltaic panels (PVs) within the development, including drawings demonstrating the visual impact for PV amounted above the plant area and clearly outlining any constraints to the provision of photovoltaic installation shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details thereby approved (where PVs are proposed), and any PVs provided made operational prior to the occupation of the development and retained and kept operational as such thereafter.

Reason: In order to minimise carbon emissions from the development, in accordance with Policy SI 2' Minimising greenhouse gas emissions' of the London Plan.

### **Wheelchair Rooms**

- 21.
  - a) A minimum of 10% of the residential units hereby permitted shall be constructed to Building Regulation requirement M4(3) and if subject to London Borough of Bexley nominations shall be constructed to the M4(3)(b) standard.
  - b) Any dwellings within the development hereby permitted that are not constructed to Building Regulation requirement M4(3) shall be built to Building Regulation requirement M4 (2): 'Accessible and adaptable dwellings'.
  - c) Prior to commencement of above ground works, detailed plans demonstrating compliance with M4(2) and M4(3), along with details confirming of the number, location, and layout of wheelchair units shall be submitted to and approved in writing by the Local Planning Authority.
  - d) No residential unit hereby permitted shall be occupied until evidence to demonstrate that the wheelchair user dwellings have been built to Building Regulation requirement M4 (3) and that the requisite units have been built to Building Regulation requirement M4(2) has been submitted and approved in writing by the Local Planning Authority.
  - e) Evidence of compliance shall be notified to the Building Control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the Building Control Body to check compliance.

Reason: In order to ensure that the development provides (or can be adapted to provide) satisfactory accommodation for people with a wide range of needs in accordance with policy D7 of the London Plan 2021.

### **Wind Verification Report**

- 22. Prior to the commencement of above ground works, an updated Wind Microclimate Assessment shall be submitted to and approved by the Local Planning Authority. The updated Wind Microclimate Assessment shall provide updated details of mitigation

measures demonstrating that the proposed mitigation results in acceptable wind microclimate conditions in terms of safety and comfort within and around the development. The wind mitigation measures shall be implemented in full before the first occupation of any part of the development and shall be maintained as part of the development thereafter.

Reason: In order to ensure a high quality of design and public realm in regard to wind safety and comfort.

### **Site access routes**

23. Before above ground or superstructure work takes place, detailed drawings of the proposed internal pedestrian access routes including the connection from Harrow Manorway to Sedgemere Road shall be submitted to and approved in writing by the Local Planning Authority. The details shall include method of construction, bollards, kerb alignment, levels and surface treatment. The details shall also include phasing arrangements for the delivery of the internal vehicular and pedestrian access routes. The development shall not be occupied other than in accordance with the approved details and approved phasing arrangements.

Reason: To ensure that the access routes within the development are constructed to an appropriate standard.

### **Hard Landscaping**

24. No part of the development hereby permitted shall be occupied until a scheme of hard landscaping has been submitted to and approved in writing by the Local Planning Authority.
- a) The hard landscaping scheme shall include:
    - i. Finished levels, materials, any signage, furniture/sitting areas and a maintenance plan to demonstrate how the hard landscaping features will be repaired/replaced (as appropriate) over time;
    - ii. Specific detail of the facilities (including play equipment), landscaping, layout and design of the communal amenity/play space areas and details of the proposed storage of equipment / management arrangements for the communal gardening facilities and,
    - iii. All details of any fencing, gates, walls or other means of enclosure within the development.
  - b) The hard landscaping scheme shall be installed prior to occupation of the development hereby approved and shall be maintained thereafter in accordance with the maintenance plan hereby approved.

Reason: In the interest of the visual amenities of the locality and the amenity of future occupiers of the development.

### **Soft Landscaping**

- 25.
- a) No part of the development hereby permitted shall be occupied until a scheme of soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The soft landscaping scheme shall include:
    - i. A planting plan;

- ii. A written specifications (including cultivation and other operations associated with trees, plants and grass);
  - iii. A Schedule of plants and trees, setting out the species, sizes, numbers/densities and soil volume and soil type/quality;
  - iv. A programme setting out how the plan will be put into practice including measures for protecting plants and trees for the operational phase of the development;
  - v. Detailed pit construction and planting methodology for all planting;
  - vi. Planting details and details of root barriers relating to any bamboo;
  - vii. An updated urban greening table and plan demonstrating an Urban Greening Factor to be provided at a minimum of 0.40.
- b) The new planting shall be carried out in the first planting and/or seeding season following the first occupation of the buildings or the practical completion of the development, whichever is the sooner. None of the new trees, plants or shrubs planted shall be lopped or topped within a period of five years from the completion of the development.
- a) Any trees, plants or shrubs, which, within a period of five years from the practical completion of the relevant Phase of the development die, are removed, or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species to those originally planted.

Reason: In the interest of the visual amenities of the locality and the amenity of future occupiers of the development.

#### **Detailed podium and terrace landscape design**

26. No part of the development hereby permitted shall be occupied until further details of landscape design features forming part of the podium and terraces shall be submitted to and approved by the Local Planning Authority in writing. Details shall include dimensions and levels on sections showing the relationship between planters, seating and other features and the parapet façade at podium levels. All measures shall be retained and maintained thereafter.

Reason: To demonstrate user safety.

#### **Ecology and Biodiversity Net Gain**

- 27.
- a) The development hereby permitted shall be carried out in accordance with the mitigation and enhancement measures (excluding the final location of bat boxes) detailed within the Ecological Impact Assessment, version 1.3, prepared by Plowman Craven, dated 18 September 2024. The measures set out within the Ecological Impact Assessment shall be installed and operational prior to the first occupation of the development and shall be maintained for the lifetime of the development.
  - b) Notwithstanding details submitted, final details of the siting and specification of bird and bat nesting boxes/bricks including details of confirmation received confirming suitability from a qualified ecologist shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the development. Bird nesting boxes/bricks should be suitable for swifts, and other urban living bird species. The details shall include the exact location, specification and design. The boxes/bricks shall be installed within the development in accordance with the approved details, prior to the first

occupation of the building to which they form part or the first use of the space in which they are contained, and shall be maintained as such thereafter.

- c) Prior to occupation of the development hereby approved, submission of a biodiversity net gain verification report shall be submitted to and approved by the Local Planning Authority. The verification report shall confirm that habitat creation works have been completed in line with Biodiversity Metric and Landscape Ecological Management Plan commitments.

Reason: In the interests of managing the impacts on biodiversity and to ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity.

### **Whole Life-Cycle Carbon Post Construction Monitoring**

28. Within 3 months of the final construction of the building, the post-construction tab of the GLA's Whole Life-Cycle Carbon Assessment template is completed in line with the GLA's Whole Life-Cycle Carbon Assessment Guidance. Together with any supporting information, it should be submitted to, and approved by the LPA in writing.

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

### **Circular Economy Post Construction Report**

29. Within 3 months of the final construction of the building, a post-construction monitoring report is completed in line with the GLA's Circular Economy Statement Guidance. The report should be submitted to and approved by the LPA in writing.

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

### **Noise attenuation measures and plant noise**

30.

- a) Prior to the occupation of any part of the building incorporating residential use, details of noise attenuation measures (acoustic glazing, ventilation and external balcony treatments) shall be submitted to and approved in writing by the Local Planning Authority. The level of protection shall be sufficient to achieve the levels specified in BS8233:2014 and in accordance with the configurations outlined in façade zoning strategy in the Stage 3 Acoustic Planning Assessment (Ref: RWDI # 2401504 (Rev 4) dated 26th September 2024). The approved noise attenuation measures shall be fully implemented prior to the first occupation of the development and retained thereafter.
- b) The cumulative noise rating levels from all fixed external plant shall be 5dB below the representative background level when measured at any nearby residential façade. Measurements shall be undertaken in accordance with the methodology specified in 'BS4142: 2014 +A1-2019: Methods for rating industrial and commercial sound.
- c) Prior to the first operation of any plant/equipment, a detailed acoustic report prepared by a suitably qualified acoustician, demonstrating how the plant/machinery complies with this condition, shall be submitted to and approved in writing by the Local Planning Authority. All installed plant and acoustic attenuation measures shall be retained and kept operational thereafter in accordance with the manufacturer's recommendations.

Reason: To ensure that the proposed development does not prejudice the amenities enjoyed by occupiers of properties within the development and in the vicinity.

### **Opening Hours for Non-Residential Units**

31. Prior to first occupation of any non-residential units hereby approved, full details of opening hours shall be submitted to and approved by the Local Planning Authority. The non-residential units shall thereafter be maintained at all times in accordance with the approved opening hours, unless agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the amenities enjoyed by occupiers of properties within the development and in the vicinity.

### **Commercial Kitchen Extraction Equipment**

32. Prior to any installation of equipment for the extraction of cooking odours, full details of such equipment shall be submitted to and approved in writing by the Local Planning Authority. The measures shall be in accordance with relevant guidance (EMAQ update to DEFRA Guidance on the Control of Odour and Noise from Commercial Kitchen Extract Systems, September 2018). The approved extraction equipment shall be installed before the use hereby permitted is commenced and shall thereafter be maintained at all times in accordance with the manufacturers specifications.

Reason: To ensure that the proposed development does not prejudice the amenities enjoyed by occupiers of properties within the development and in the vicinity.

### **Car Parking Management**

33. Prior to the first occupation of any part of the development hereby approved, a Car Park Design and Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Car Parking Design and Management Plan shall include the following (but is not limited to):

- a) Details of the design and layout of all parking spaces;
- b) Details of measures for the control of on-street parking;
- c) A requirement for the parking space allocation to be reviewed on an annual basis;
- d) A signage scheme requiring cyclists to dismount when entering the car park;
- e) Provision for 7 car parking spaces on-site for blue badge holders from the outset.

The car parking for the development shall be managed in accordance with the approved plan for the lifetime of the development.

Reason: In order to allow the flexible management of the on site parking provision and balance the level of parking so that it does not prejudice road safety and local amenities and at the same time not discourage the use of sustainable modes of transport and in the interests of highway safety.

### **Delivery and Servicing Plan**

34. Prior to the first use of any part of the development hereby approved, a detailed Service and Delivery Plan shall be submitted to and approved in writing by the Local Planning Authority. The submitted details must include (but not limited to):

- a) The frequency of deliveries to the site and frequency of other servicing vehicles such as refuse collections;
- b) A strategy to ensure that deliveries to the site and other servicing vehicles avoid peak hours;
- c) Management of the proposed loading and delivery locations including dwell times;
- d) The hours/days of deliveries for vehicles and the precautions and measure to be taken to mitigate noise impacts;
- e) The exploration and adoption of the use of sustainable freight options.

The development shall be operated in accordance with the approved plan at all times.

Reason: To ensure that the proposed development does not prejudice the amenities enjoyed by occupiers of properties in the vicinity and in the interests of highway safety.

### **Cycle Storage and Access**

35.

- a) Notwithstanding the approved plans, further details of arrangements for cycle storage, including means of enclosure for the area concerned where necessary, shall be submitted to and approved in writing by the Local Planning Authority (in consultation with TfL) prior to the first occupation of the development hereby permitted. The cycle parking provision and details shall demonstrate:
  - i. Compliance with the London Plan and the London Cycling Design Standards;
  - ii. That Sheffield stands at standard spacing is maximised;
  - iii. That where Sheffield stands as the lower tier of a two-tier rack is proposed, spacing of 1.2m between stands is incorporated where feasible;
  - iv. Maximisation of standalone Sheffield stands.
- b) For the lifetime of the proposed development, residential lobby lifts shall be made available for buildings users for the transportation of cycles and scooters to access cycle storage facilities from ground level in the event of any cycle lift breakdown.

The cycle parking thereby approved shall be installed prior to the first occupation of the development and shall be retained and not used for any other purpose and maintained in good working order for the lifetime of the development.

Reason: In order to provide adequate bicycle parking and mobility scooter facilities at the site in the interest of reducing reliance on private car travel and ownership.

### **Land Contamination**

36.

- a) Prior to commencement of the development:
  - i. Following the conclusions of the Phase 1 – Geotechnical and Geo-Environmental Desk Study (REF: P451519-WW-XX-XX-RP-G-0001, revision P05, dated 26/09/2025), an Investigation and Risk Assessment, including relevant soil gas surface and groundwater sampling, shall be carried out by competent person(s). A written report of the findings shall be produced and submitted for written approval to the Local Planning Authority.
  - ii. If the approved Investigation and Risk Assessment shows that remediation is necessary, a detailed Remediation Scheme for the development to bring the site to a condition suitable for the intended use shall be submitted to the Local Planning Authority for written approval. The Scheme shall include

- all works to be undertaken, proposed remediation objectives, remediation criteria, timetable and site management procedures for the development.
- iii. The development shall only take place in accordance with the approved details (i-iii), as necessary.
- b) During the course of the development:
    - i. If unexpected contamination is found after development has begun, the development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing. Before development restarts at that part of the site a Risk Assessment and Remediation Scheme shall be produced by (a) suitably qualified person(s) and submitted for written approval to the Local Planning Authority.
    - ii. The relevant Phase of the development may only restart on that part of the site in accordance with the approved Remediation Scheme.
  - c) Prior to occupation/first use of the development:
    - i. A Verification Report that demonstrates the effectiveness of the works carried out pursuant to approved details in relation to Part A and B of this condition shall be submitted for written approval to the Local Planning Authority.
    - ii. No occupation or use of the relevant Phase of the development shall take place until the Report has been approved.

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

#### **Detailed Waste and Recycling Management Plan**

37. Prior to the first occupation of any part of the development hereby approved, a detailed Waste and Recycling Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Waste and Recycling Management Plan shall include the following (but is not limited to):
- a) Details of storage of refuse and recycling means of enclosure, storage and collection of waste within the development;
  - b) Management of refuse vehicle access to avoid adverse impact on the highway;
  - c) Details of commercial waste storage and collection, including internal transfer arrangements;
  - d) Residential waste and recycling arrangements, including arrangements for bin rotation and access;
  - e) Updated refuse storage and layout plans, to include locations for bulky waste to meet the operational needs of the development.

The approved details shall be implemented in full before first occupation of the development and the development shall operate in accordance with the approved Waste and Recycling Management Plan at all times.

Reason: In order to protect residential amenity and ensure provision of adequate waste and recycling measures.

## **Updated External Lighting Strategy**

38. Prior to occupation of any part of the development hereby approved and prior to the installation of any external lighting (whichever is sooner), details of all external lighting, including the location, specification, fixtures and fittings, measures to reduce light spillage, and the maintenance of such external lighting, shall be submitted to and approved in writing by the Local Planning Authority. Details shall include (although are not limited to) the design, location and specification of any lighting in relation to the car park, pedestrian and vehicle servicing routes, and external lighting of the building.

The approved external lighting shall be installed and operational prior to first occupation of any part of the development and shall be retained and kept operational as such thereafter.

Reason: In the interests of securing sustainable development, the safety of occupiers of and visitors to the development and safeguarding surrounding residential amenity to ensure that the resulting appearance and construction of the development is of a high standard.

## **Electric Vehicle Charging**

39. Prior to the occupation of the development hereby approved, details of the proposed electric vehicle charging points (EVCPs), including details of how they will be managed, shall be submitted to and approved in writing by the Local Planning Authority. The approved EVCPs consisting of 20% active and 80% passive charging points shall be installed prior to occupation and shall be retained and kept operational in accordance with the approved details thereafter.

Reason: In the interests of encouraging sustainable modes of transport.

## **Sustainability Measures**

- 40.
- a) The development hereby permitted shall be carried out in accordance with the provisions of the Energy Strategy report prepared by Hoare Lea, Revision 06, dated 28 March 2025 to achieve the onsite carbon emissions reductions and mitigation of overheating risk and cooling consumption identified in the approved Energy Strategy, or any updated Energy Strategy approved by the Local Planning Authority. The measures set out within the Energy Strategy report shall be installed and operational prior to the first occupation of the development and shall be retained and kept operational for the lifetime of the development.
  - b) The non-residential (Class E) units of the ground floor within the development hereby approved shall achieve compliance with at least the 'Very Good' BREEAM standard. Within 3 months of first occupation of the development the applicant shall submit the final BREEAM certificates to demonstrate the scheme has achieved the relevant BREEAM ratings which shall be certified by the awarding body, unless otherwise approved in writing with the Local Planning Authority.
  - c) Water consumption for the residential element of the development hereby approved must be restricted to be less than 105 l/p/d (excluding allowance of up to 5 litres for external water consumption), in line with the optional standard in Part G of the Building Regulations and through the water fittings approach.

- d) Water consumption for the non-residential element of the development hereby approved shall achieve at least the BREEAM excellent standard for the 'Wat 01' water category.
- e) Prior to first occupation of any dwelling, the applicant shall submit to and obtain written approval from the Local Planning Authority of a Water Efficiency Statement. This statement shall include:
  - i. A schedule of all proposed water fittings (e.g. taps, showers, toilets, appliances), including their specified flow rates or capacities.
  - ii. Manufacturer specifications confirming the water consumption rates of each fitting, demonstrating that all fittings comply with the requirements of the fittings approach under Part G.
  - iii. Details of water reuse systems proposed, including but not limited to:
    - Storage capacity and treatment methods
    - Intended uses (e.g. toilet flushing, irrigation)
    - Estimated contribution to reducing potable water demand

Reason: To ensure the development minimises the operational carbon dioxide emissions, mitigates overheating risk, achieves sustainable design construction.

### **Water Infrastructure**

41. Prior to occupation of the development hereby permitted, confirmation must be submitted to and approved in writing by the Local Planning Authority that either:
- a) All water network upgrades required to accommodate the additional demand to serve the development have been completed; or
  - b) development and infrastructure phasing plan has been approved in writing by with the Local Planning Authority (in consultation with Thames Water) to allow development to be occupied. Where a development and infrastructure phasing plan is approved, no occupation shall take place other than in accordance with the approved development and infrastructure phasing plan and implemented in full and maintained in perpetuity.

Reason: To ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development and in compliance with Policy SI 5 of the London Plan (2021).

### **Surface Water Drainage Network Reinforcement**

42. Prior to the occupation of the development hereby permitted, details shall be submitted to and approved in writing by the Local Planning Authority confirming that either:
- a) All necessary upgrades to the Thames Water sewer network to accommodate additional flows from the development have been completed; or
  - b) A phasing plan for development and infrastructure, approved in writing by the Local Planning Authority (in consultation with Thames Water), is in place. Where such a plan exists, no occupation shall occur other than in accordance with the approved phasing schedule.

Reason: Network reinforcement is likely to be required to support the proposed development. These upgrades are essential to avoid the risk of sewer flooding and pollution incidents.

## Informatives

1. Whole Life-Cycle Carbon assessment informative - Once the GLA's Whole Life-Cycle Carbon Assessment is approved by the LPA, the Applicant should provide this Assessment together with any supporting information to the GLA at: [ZeroCarbonPlanning@london.gov.uk](mailto:ZeroCarbonPlanning@london.gov.uk).
2. Circular economy post-construction monitoring report informative - Once the Post-Construction Monitoring report is approved by the LPA, the Applicant should provide the approved post-construction monitoring report and any supporting information to the GLA at [circulareconomystatements@london.gov.uk](mailto:circulareconomystatements@london.gov.uk).
3. Thames Water - As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk) . Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.
4. Thames Water - Public sewers are crossing or close to your development. Build over agreements are required for any building works within 3 metres of a public sewer and, or within 1 metre of a public lateral drain. This is to prevent damage to the sewer network and ensures we have suitable and safe access to carry out maintenance and repairs. Please refer to our guide on working near or diverting our pipes:<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes> Please ensure to apply to determine if a build over agreement will be granted.
5. Thames Water - A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing [trade.effluent@thameswater.co.uk](mailto:trade.effluent@thameswater.co.uk) . Application forms should be completed on line via [www.thameswater.co.uk](http://www.thameswater.co.uk). Please refer to the Wholesale; Business customers; Groundwater discharges section.
6. Thames Water - There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and

after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>.

7. Due to the site being within 6km of London City Airport the crane operator is required to submit all crane details such as maximum height, operating radius, name and phone number of site manager along with installation and dismantling dates to the CAA Airspace Coordination and Obstacle Management Service (ACOMS) system.

For notification, please follow the link via CAA website: Crane notification | Civil Aviation Authority ([caa.co.uk](http://caa.co.uk)).

Once crane notification has been received from the CAA, London City Airport safeguarding team will assess and issue the necessary crane permit. No cranes should operate on site until a crane permit has been issued.

Specific CAA guidance for crane lighting/marking is given in CAP1096: Guidance to crane users on the crane notification process and obstacle lighting and marking ([caa.co.uk](http://caa.co.uk)).

8. The implementation of this planning permission will require the assignment of a postal number(s). The Council, as the Local Street Naming and Numbering Authority, are responsible for approving new road names, assigning postal numbers and entering the information on the National Land & Property Gazetteer, a national database of address information. An application must be submitted to the Council at the earliest opportunity, to ensure that any new number(s) are assigned before the development is occupied. A fee will be required for this service (see Bexley Council's web site for details or email [StreetNamingNumbering@bexley.gov.uk](mailto:StreetNamingNumbering@bexley.gov.uk)).
9. The applicant should be aware that this development is liable for both the Mayoral Community Infrastructure Levy and the London Borough of Bexley's Community Infrastructure Levy (CIL).

Before the implementation of this planning permission someone will need to assume Liability for any CIL Charge for the development. Therefore, the Council's CIL Administration Officer should be contacted at the earliest opportunity, to discuss what is required and to ensure that the correct process is followed. Contact in the first instance can be made by email to [CIL.AdminTeam@bexley.gov.uk](mailto:CIL.AdminTeam@bexley.gov.uk).

Please note: - any failure to follow the correct process can lead to surcharges being applied to any CIL Charge due and subsequent legal proceedings can be taken including the issuing of a CIL Stop Notice.

10. It is recommended that the Demolition and Construction Management and Construction Logistics Plan referred to in Condition 13 is prepared in accordance with the appointed contractor(s).
11. For condition 19, it is recommended that applicant contact Mark Headley of the Metropolitan Police Service ([Rachael.Hewison@met.police.uk](mailto:Rachael.Hewison@met.police.uk)) directly to discuss secured by design principles for this development.

12. All species of wild bird and their nests are protected under the Wildlife and Countryside Act 1981 (as amended). In order to avoid contravention of current legislation, site clearance works should be timed to avoid the main bird nesting season, which in general runs from March to August inclusive. If this is not possible, a check should be carried out prior to any clearance works to ensure there are no active nests present.
13. The responsibility to properly address contaminated land issues, including safe development and secure occupancy, and irrespective of any involvement by this Authority, lies with the owner/developer of the site. The applicant/developer is requested to contact the Council's Environmental Protection Team ([eh.duty@bexley.gov.uk](mailto:eh.duty@bexley.gov.uk)) as soon as is practicable should unexpected contamination be encountered during the development of the site.
7. For conditions relating to highways matter it is recommended that the applicant contact the Highway Authority ([transport&development@bexley.gov.uk](mailto:transport&development@bexley.gov.uk)) in respect of the required specification for the construction and future maintenance of the shared surface.