

GREATER LONDON AUTHORITY
Development, Enterprise and Environment

BPTW Partnership

Hiltons Wharf
Norman Road
Greenwich
LONDON SE10 9QX

GLA ref: D&P/0051c/GC/18

Application ref: DC/13/83358

Date: 10 March 2015

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008; and, Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

Lewisham Council Planning application reference: DC/13/83358

Applicant: Convoys Properties Limited

**GRANT OF OUTLINE PLANNING PERMISSION SUBJECT TO PLANNING CONDITIONS
AND PRIOR WRITTEN CONCLUSION OF A SECTION 106 AGREEMENT**

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

Demolition of all non-listed structures at the site, and comprehensive redevelopment (to include retention and refurbishment of the Grade II Listed Olympia Building) to provide up to 419,100 m² of mixed use development comprising up to: 321,000 m² residential (Class C3) (up to 3,500 units); 15,500 m² business space (Class B1/live/work units) and to include up to 2,200 m² for up to three energy centres; 32,200 m² working wharf and vessel moorings (Class B2 and sui generis); 27,070 m² hotel (Class C1); 5,810 m² retail, financial and professional services (Classes A1 and A2); 4,520 m² restaurant/cafes and drinking establishments (Classes A3 and A4); and, 13,000 m² community/non-residential institutions (Class D1 and D2), 1,840 car parking spaces, together with vehicular access and a river bus facility.

At: Convoys Wharf, land bounded by Leeway, Grove Street (in part), Prince Street and Watergate Street, Deptford, London SE8

Subject to the following conditions and reasons for conditions:

Time Limits

1. (i) Applications for approval of Reserved Matters must be made not later than the expiration of 13 years beginning with the date of the grant of this planning permission.
 - (ii) The development to which this permission relates must be begun not later than
 - (a) The expiration of 3 years from the date of the grant of this permission;

or,

- (b) if later, the expiration of 2 years from the final approval of the Reserved Matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To comply with the provisions of Section 92 of the Town & Country Planning Act 1990 (as amended) and the timescale of the development and to allow for the progressive process of approvals to enable the Development and the regeneration of the area in accordance with relevant planning policies to commence as soon as reasonably practicable and within a realistic timetable.

Approved plans and documents

- 2. The development shall be carried out in strict accordance with the application plans, drawings and documents hereby approved and as detailed below:

Existing plans

CON1-PA-03-001; CON1-PA-03-002; CON1-PA-03-003; CON1-PA-03-004; and, CON1-PA-03-005A.

Proposed parameter plans

CON1-PA-03-006A; CON1-PA-03-007A; CON1-PA-03-008A; CON1-PA-03-009A; CON1-PA-03-010A; CON1-PA-03-011B; CON1-PA-03-012B; CON1-PA-03-013A; CON1-PA-03-014A; CON1-PA-03-015A (indicative); CON1-PA-03-016A (indicative); CON1-PA-03-017A; and, CON1-PA-03-018A.

Submitted documents

Application Form (ref: CW01); Environmental Statement (ref: CW02); Environmental Statement Addendum Report (ref: 027979); Design and Access Statement (ref: CW03); Design and Access Statement Addendum (ref: CW03A); Design Guidelines (ref: CW04); Development Specification (ref: CW05A); Planning Statement (ref: CW06); Transport Assessment (ref: CW07); Energy Strategy (ref: CW08); Sustainability Statement (ref: CW09); Retail Impact Assessment (ref: CW010); Statement of Community Involvement (ref: CW011); Delivery Strategy (ref: CW012); Commercial Strategy (ref: CW013); Heritage Statement (ref: CW014); and, Cultural Strategy (ref: CW015).

Reason: To ensure that the proposal is carried out in accordance with the approved Development Specification and Plans and to ensure that the details of development accord with the assessment and conclusions of the Environmental Impact Assessment.

Conditions to be discharged prior to the submission of Reserved Matters

Microclimate: wind

- 3. (i) Prior to submission of any Reserved Matters application in respect of any Phase, Sub-Phase or Plot, testing shall be carried out using a boundary layer wind tunnel or computational model, to refine the effectiveness of proposed mitigation to achieve conditions throughout the site that meet the Lawson Criteria minimum standard for long term sitting. Such testing shall be carried out in strict accordance with a specification which shall first have been approved in writing by the Local Planning Authority.

- (ii) Each Reserved Matters application in respect of any Phase, Sub-Phase or Plot shall be accompanied by a report setting out the results of the testing required by part (i) of this Condition together with proposed mitigation measures and accompanying plans for approval.
- (iii) The development shall be carried out in strict accordance with the mitigation measures as approved in writing by the Local Planning Authority under part (ii) of this Condition.
- (iv) Each Phase, Sub-Phase or Plot shall not be occupied unless and until the mitigation measures approved under part (ii) of this Condition in respect of such Phase, Sub-Phase or Plot have been installed or constructed in strict accordance with the approved mitigation measures and plans. Such measures will be retained permanently.

Reason: In order to ensure a suitable environment for visitors and residents and to accord with DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014) and to ensure that any environmental impacts of the development do not exceed or are in addition to those assessed and taken into account by the Local Planning Authority when determining the planning application.

Microclimate: daylight and sunlight

- 4. Notwithstanding the building parameters hereby approved on plans CON1-PA-03-010A and 011B, daylight and sunlight modelling shall be undertaken at the detailed design stage for each Phase, Sub-Phase or Plot to inform the design of building height and massing so as to achieve conditions whereby the resultant reduction in daylight to adjoining residential properties outside the site would not be greater than 20% (when measured using Average Daylight Factor methodology), unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of adjoining residential properties in compliance with DM Policy 30 Urban Design and Local Character and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014). The development proposals hereby permitted have been the subject of an Environmental Impact Assessment and any increase in building heights or incidental impacts of buildings on the site may have an impact which has not been considered as part of the Environmental Impact Assessment.

Thames Path extension

- 5. (i) Prior to the first Reserved Matters application for any of Plots P01, P02, P03 and P04, a design strategy for the extension of the Thames Path across the site including, but not limited to, hard and soft landscaping, dimensions, material palette, street furniture (including seating), lighting, signage, riparian lifesaving equipment and any alteration to the river walls, banks or other alterations to the river, shall be submitted to and approved in writing by the Local Planning Authority.
- (ii) Any Reserved Matters application that includes Plots P01, P02, P03 and/or P04 shall be accompanied by the full details of the extension of the Thames Path within the relevant Plot (including how the proposed Thames Path is to be linked into the existing Thames Path both within and outside the site) which shall accord with the strategy approved under part (i) of this Condition. The details shall include a timescale for completion of

that part of the Thames Path to be provided within the Plot in question by reference to occupation of residential units within such Plot.

- (iii) The development shall be carried out in strict accordance with the details approved under parts (i) and (ii) of this Condition.
- (iv) Not more than the threshold of residential units within Plots P01, P02, P03 and P04 as specified in the details approved pursuant to part (ii) of this Condition shall be occupied until the works to provide the Thames Path Extension so far as they relate to the Plot in question have been completed in strict accordance with the details approved under part (ii) of this Condition.

Reason: In the interest of creating a safe riverside walk that is satisfactory in appearance and enhances the visual amenity of the area in accordance with DM Policy 25 Landscaping and Trees and 30 Urban Design and Local Character in the adopted Development Management Local Plan (November 2014).

River Wall surveys

- 6. Prior to submission of the first Reserved Matters application in respect of the development, detailed river wall surveys shall be carried out to assess the structural stability of the flood defences. The results of these surveys shall be used to inform how the river wall will be repaired or replaced through the development. The results of the surveys and how the findings will be addressed through subsequent Reserved Matters applications shall be submitted to and approved in writing by the Local Planning Authority prior to submission of the first Reserved Matters application in respect of the development.

Reason: The current river wall in this location is in poor condition from visual surveys. It is important to ensure appropriate river wall surveys are undertaken to ensure repairs and replacement of this wall will be delivered through this development. This will ensure the structural integrity of the flood defences for the lifetime of the development, and to reduce the risk of flooding to the proposed development and future users.

Conditions to be discharged on the submission of Reserved Matters

Building Design Statement and Tall Buildings Design Statement

- 7. Notwithstanding the scope, content and status of CW04 (Design Guidelines) (and in addition to information submitted to discharge Condition 20):
 - (i) All Reserved Matters applications shall be accompanied by a Building Design Statement for the Phase or Sub-Phase to which the Reserved Matters application relates (in whole or in part). The Building Design Statement shall set out how the 'Vision and Site-Wide Principles', 'Character Areas' and 'Building Design Guidelines' in the Design Guidelines (Document CW04) have been interpreted and applied to the buildings and spaces in that Phase or Sub-Phase, and, where there is variance from Document CW04, the Building Design Statement shall provide a reasoned justification for the design response proposed.

- (ii) All Reserved Matters applications relating to Plots P02, P06 and P14 shall be accompanied by a Tall Buildings Design Statement for the Phase or Sub-Phase within which such Plots are situated. The Tall Buildings Design Statement shall set out: how the development parameters shown on the parameter plans listed in Condition 21 have been applied to achieve elegant, consistent and ordered proportions; how the 'Building Design Guidelines' in the Design Guidelines (Document CW04) have been interpreted and applied to the tall buildings in that Phase or Sub-Phase (providing a reasoned justification where there is variance from Document CW04); and, how the detailed design relates to, and enhances, the surrounding historical context, townscape and skyline.

Reason: To promote a sense of place, to ensure that the tall buildings are of exemplarily quality and to encourage design innovation at reserved matters stage whilst ensuring that the necessary high design quality is delivered in accordance with Policy 15 High quality design for Lewisham and Policy 18 The location and design of tall buildings of the Core Strategy (June 2011), DM Policy 30 Urban Design and Local Character in the adopted Development Management Local Plan (November 2014) and Policy 7.4 Local Character, Policy 7.6 Architecture and Policy 7.7 Location and Design of Tall and Large Buildings in the London Plan (consolidated with alterations since 2011) and to be consistent with the CABE/EH joint Guidance on Tall Buildings (July 2007).

Reconciliation Document

- 8 (i) Each Reserved Matters application that is submitted for a particular Plot or Phase or Sub-Phase shall be accompanied by a Reconciliation Document comprising a Development Table and Illustrative Plan. The Reconciliation Document shall set out the detail of: (1) what has been built to date; (2) what is proposed in the Reserved Matters application in question, (3) what has been permitted under this permission but has yet to receive Reserved Matters approval, and; (4) what has received Reserved Matters approval. In doing so it shall demonstrate how the development that is the subject of the Reserved Matters application in question is consistent with the overall proposals for the site, as established by the Development Specification CW05A (February 2014) and Parameter Plans (as approved under Condition 2).
- (ii) The Development Table element of the Reconciliation Document shall include details of the following for items (1), (2), (3) and (4) referred to in part (i) of this Condition:
 - (a) The type and quantum of non-residential use(s) (m² Gross External Area);
 - (b) The type and number of Studio, 1-bed, 2-bed, 3-bed and 4-bed dwellings and the number of habitable rooms by tenure and wheelchair accessible housing;
 - (c) The amount (m²) of private residential amenity space, communal residential amenity space (including play space), publicly accessible open space and living roofs; and
 - (d) The number of car parking, motor cycle parking and cycle parking spaces for residential dwellings, non-residential uses and visitors (including car club spaces).
- (iii) The Illustrative Plan element of the Reconciliation Document shall include a plan at 1:500 scale showing details of the following for items (1), (2) and (4) referred to in part (i) of this Condition:

- (a) The disposition of buildings on the Plots;
 - (b) The disposition of roads, footways and cycle ways; and,
 - (c) The disposition of servicing, drop off/pick up and parking areas.
- (iv) The Reconciliation Document shall include details of how the proposals the subject of the Reserved Matters application comply with the Development Specification CW05A (February 2014). It shall also confirm how the mitigation assumed in the Environmental Statement (April 2013) and Supplementary Environmental Statement (February 2014) and secured by other Conditions on this permission or planning obligations contained in the Section 106 Agreement of even date with this permission and relating to the site are to be incorporated into the detailed proposals and that the predicted environmental effects are not materially different from those that were assessed at the outline application stage.

Reason: To enable the Council to be satisfied that detailed proposals for part of the site are consistent with the outline proposals for the site as a whole, as established by the Development Specification (February 2014) and Parameter Plans and to ensure that the development on each Plot, Phase or Sub-Phase makes a positive contribution towards the delivery of the comprehensive and integrated masterplan for the site as a whole.

Housing ('Lifetime Homes' standard)

9. Each Reserved Matters application which includes residential units shall be accompanied by a report to include typical plans demonstrating that all such residential units have been designed to meet each of the 'Lifetime Homes' criteria. All residential units shall be constructed so as to achieve the 'Lifetime Homes' criteria.

Reason: To ensure that all residential accommodation is built to a standard which supports occupation by people at all stages of their lifetime in accordance with Policy 3.8 of the London Plan (consolidated with alterations since 2011) and Policy 1 of the Core Strategy June 2011).

Housing (minimum residential space standards)

10. Each Reserved Matters application which includes residential units shall be accompanied by plans demonstrating that such residential units have been designed to meet or exceed the minimum residential space standards within Table 3.3 of the London Plan (consolidated with alterations since 2011). All residential units shall be constructed so as to meet or exceed these minimum space standards.

Reason: To ensure that all residential accommodation would benefit from a good level of internal space in accordance with Policy 3.5 of the London Plan (consolidated with alterations since 2011).

Visitor infrastructure (wheelchair accessible hotel rooms)

11. Each Reserved Matters application containing a hotel component shall be accompanied by plans demonstrating that at least 10% of hotel rooms will be wheelchair accessible, or easily adaptable for wheelchair users. All hotel accommodation shall be constructed to meet or exceed this minimum 10% standard.

Reason: To ensure that a reasonable provision of hotel rooms would be available for wheelchair visitors in accordance with Policy 4.5 of the London Plan (consolidated with alterations since 2011).

Lighting

- 12.(i) At the same time as the first Reserved Matters application is submitted, a lighting strategy for external lighting across the site, including details of a dark corridor, shall be submitted to the Local Planning Authority. The development shall not commence until the said lighting strategy has been approved in writing by the Local Planning Authority.
- (ii) Within 6 months of the commencement of each Phase, Sub-Phase or Plot, a scheme for any external lighting that is to be installed within that Phase, Sub-Phase or Plot, including measures to prevent light spillage shall be submitted to and approved in writing by the Local Planning Authority, such scheme to accord with the lighting strategy approved under part (i) of this Condition. The scheme shall demonstrate that the proposed lighting is the minimum needed for security and working purposes, and that the proposals minimise pollution from glare and spillage.
- (iii) Any such external lighting as approved under part (ii) shall be installed prior to the occupation of the relevant part of the development in strict accordance with the approved drawings and such directional hoods shall be retained permanently.

Reason: In order that the Local Planning Authority may be satisfied that the lighting is installed and maintained in a manner which will minimise possible light pollution to the night sky and neighbouring properties and to comply with DM Policy 27 Lighting and DM Policy 30 Urban Design and Local Character in the adopted Development Management Local Plan (November 2014).

Heritage Statement

13. Each Reserved Matters application shall be accompanied by a Heritage Statement demonstrating how the design (including but not limited to layout, public realm, architectural treatment and materials) has been informed by heritage assets, both above and below ground.

Reason: In order to demonstrate how the heritage assets of the site have informed design proposals.

Biodiversity

- 14.(i) The development shall provide at least 18,300 m² of bio-diverse habitat either at roof or ground level ('living roofs'). Each Reserved Matters application shall be accompanied by details showing the location and design of living roofs (including sections, dimensions and materials) to fully compensate for the loss of wasteland habitat.
- (ii) The details approved under part (i) of this Condition shall be constructed with all living roofs laid out in strict accordance with the approved details and maintained thereafter.
- (iii) Living roofs shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

- (iv) Evidence that the living roofs have been installed in strict accordance with part (ii) of this Condition shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of each building where such living roofs are to be installed.

Reason: To protect and conserve the natural features and character of the area and mitigate the loss of habitat for the Black Redstart, to ensure that the development is carried out in accordance with mitigation measures identified in the Environmental Statement and to comply with Policies 5.10 Urban greening, 5.11 Green roofs and development site environs, 5.12 Flood risk management, 5.13 Sustainable Drainage and 7.19 Biodiversity and access to nature conservation in the London Plan (consolidated with alterations since 2011) and Core Strategy Policy 10 managing and reducing flood risk and Core Strategy Policy 12 Open space and environmental assets.

Energy statement

15. Each Reserved Matters application for a Phase, Sub-Phase or Plot shall be accompanied by a detailed Energy Statement (unless already approved in relation to the Phase, Sub-Phase or Plot in question) demonstrating how the Phase, Sub-Phase or Plot in question accords with the approved Sustainability Statement Addendum (January 2014) and achieves a reduction in carbon dioxide emissions of at least 25% on 2010 Building Regulations.

Reason: To ensure that development on each Phase, Sub-Phase or Plot fully contributes to CO2 emission reductions in accordance with Policy 7 Climate change and adapting to the effects, Policy 8 Sustainable design and construction and energy efficiency and Site Specific Allocation 3 Surrey Canal Triangle of the adopted Core Strategy (June 2011) and Policy 5.2 Minimising carbon dioxide emissions, Policy 5.5 decentralised energy networks, Policy 5.6 Decentralised energy in development proposals and Policy 5.7 Renewable energy in the London Plan (consolidated with alterations since 2011).

River Wall safeguarding

16. Any Reserved Matters application including layout in respect of Plots P01, P02, P03 and P04 must demonstrate, with appropriate supporting evidence, that the setback of any load-imposing structure from the river wall is sufficient to ensure the stability of the river wall.

Reason: To ensure there is sufficient access to the flood defence for essential maintenance emergency access and to maintain structural integrity of the river wall.

Tidal inlet details

17. On submission of the first Reserved Matters application for Phase 2 (as defined by Plan CON-PA-03-18A), full details, including but not limited to planting, ecological features and timing of implementation, of the tidal inlet hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.

Reason: To ensure that the Local Planning Authority may be satisfied with the details of the proposal and to improve habitat and amenity.

Cycle Hire docking stations

18. On submission of the first Reserved Matters application for Phase 1, and on submission of the first Reserved Matters application for Phase 2 or if earlier Phase 3, details of areas at the site to be safeguarded for cycle hire docking stations (comprising, unless otherwise agreed in writing by the Local Planning Authority (in consultation with Transport for London)), one cycle hire docking site within Phase 1 and one within either Phase 2 or Phase 3 shall be submitted to and approved in writing by the Local Planning Authority in writing (in consultation with Transport for London). Unless otherwise agreed in writing by the Local Planning Authority (in consultation with Transport for London) the cycle hire docking sites shall each be of a size sufficient to accommodate 30 docking points and associated signage, payment machines, lighting and CCTV and any other necessary facilities. The cycle hire docking sites as approved shall be retained for a period of 7 years from the date of their approval and no development shall take place on them during such period unless first approved in writing by the Local Planning Authority (in consultation with TfL) and subject to any necessary planning consent which may be required for any such development.

Reason: To safeguard space at the site for potential future expansion of the Cycle Hire network in accordance with policies 6.2 and 6.9 of the London Plan (consolidated with alterations since 2011).

Drainage and flood risk

19. At the same time that the first Reserved Matters application is submitted in respect of each Phase, Sub-Phase or Plot, a surface water drainage scheme for that part of the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development shall be submitted to and approved in writing by the Local Planning Authority for the Phase, Sub-Phase or Plot in question. The drainage strategy shall avoid the use of pumping and comply with London Plan (consolidated with alterations since 2011) objectives to reduce discharge to sewers or watercourses, other than the Tidal Thames where runoff would not be restricted. The drainage strategy shall implement a Sustainable Urban Drainage Systems treatment train incorporating biological treatment to improve water quality.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and improve habitat and amenity.

Conditions to be discharged prior to commencement of the development

Reserved Matters / approval of details

- 20.(i) Development other than works approved under Condition 21 shall not commence in a Phase or Sub-Phase or Plot approved under Condition 22 until layouts, plans, sections, elevations and other supporting material for that Phase. Sub-Phase or Plot detailing:
- (a) Siting and layout of the buildings and other structures;
 - (b) Scale and design of the buildings (including floor areas, height and massing);
 - (c) External appearance (including samples of the materials and finishes to be used for all external surfaces and including but not limited to roofs, elevation treatment and glazing);

- (d) Measures to appropriately mitigate any potential overlooking issues (including details of proposed privacy screening);
- (e) Means of access (and details of surface treatments) for carriageways, cycleways, footways, footpaths and pedestrian access routes (identifying those which are to be publicly accessible) and routes to/from car parking and cycle storage/parking;
- (f) Hard and soft landscaping and planting, site boundary treatments of all publicly accessible open space and all private open space (including play space, private residential amenity space and communal residential amenity space); and,
- (g) Impact study of the existing water supply infrastructure (to determine the magnitude of any new additional capacity required in the system and a suitable connection point – for approval by the Local Planning Authority in consultation with Thames Water)

have been submitted to and approved in writing by the Local Planning Authority.

- (ii) The details of publicly accessible routes required to be submitted pursuant to part (i)(e) of this Condition shall include timescales for completion of such publicly accessible routes by reference to the occupation of residential units within the Phase, Sub-Phase or Plot in which they are to be provided.
- (iii) The development shall in all aspects be carried out in strict accordance with the details approved under this Condition.
- (iv) Not more than the relevant threshold of residential units as specified in the details approved pursuant to part (ii) of this Condition shall be occupied until the publicly accessible routes have been completed in strict accordance with the details approved pursuant to part (i) of this Condition.

Reason: In order that the Local Planning Authority is satisfied with the details of the proposed development in accordance with Policy 15 High quality design in Lewisham in the adopted Core Strategy (June 2011) and DM Policy 30 Urban Design and Local Character and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014).

- 21.(i) No Phase, Sub-Phase or Plot, shall commence until details of the following as they relate to such Phase, Sub-Phase or Plot have been submitted to and approved in writing by the Local Planning Authority:
 - (a) infrastructure, including roads, plant and equipment (and with respect to the Spine Road, such details shall include full details of its exact location, design, dimensions, materials, any temporary access, timescales for completion and details of Spine Road bus stops and associated passenger facilities which details shall be submitted not later than submission of the first Reserved Matters application for any of Plots P08, P12, P13, P14 or P15);
 - (b) foul and surface water drainage, including on site and off site connections / improvements;
 - (c) any jetty, dry dock or temporary wharf structure required for construction purposes including any works within the river;
 - (d) removal of trees;
 - (e) remediation; and,
 - (f) temporary site boundary treatments.

- (ii) The works referred to in this Condition shall be implemented in strict accordance with the approved details.

Reason: In order that the Local Planning Authority is satisfied with the details of the proposed development.

Phasing

- 22. Prior to commencement of the development details of the Phases shown on plan CON1-PA-03-18A, including any Sub-Phases and Plots and the programme and sequencing of development within each Phase or Sub-Phase or Plot shall be submitted to and approved in writing by the Local Planning Authority. Each Phase or Sub-Phase or Plot of the development shall be carried out and completed in strict accordance with the details as approved.

Reason: The Local Planning Authority need to be satisfied that development of the site is undertaken in a coherent and comprehensive manner, and that the development takes place within a reasonable timescale for the benefit of future occupiers and other residents of the area.

Use of the wharf

- 23. No development (including use) of the wharf as hereby permitted shall commence in Plot 21 unless and until full details of the operations on such Plot have been submitted to and approved in writing by the Local Planning Authority. The details shall include (without limitation) the cargo to be processed, and proposed noise, air quality and odour control measures. The operating systems as approved shall be installed and implemented in full compliance with the approved details prior to commencement of the use of the Plot. Thereafter the development and use of the wharf shall be in strict accordance with the approved details. For the avoidance of doubt, this Condition shall apply to both the initial and/or any subsequent development and/or use of the wharf.

Reason: In the interests of the amenities of neighbouring properties and the area generally, and to comply with DM Policy 23 Air Quality, DM Policy 26 Noise and Vibration and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014) and Paragraph 120 of the National Planning Policy Framework (2012). The development proposals for the site hereby permitted have been the subject of an Environmental Impact Assessment and any alteration to the land use which is not substantially in accordance with the Development Specification may have an impact which has not been assessed by that process.

Wharf access

- 24.(i) No development shall commence in Plot 21 until an access strategy in relation to such Plot and specifying the mode split by road and river has been submitted to and approved in writing by the Local Planning Authority.
- (ii) The use of the wharf as hereby permitted shall not commence in Plot 21 until a servicing strategy for Plot 21, which shall be in general accordance with the access strategy approved under part (i) of this Condition, has been submitted to and approved

in writing by the Local Planning Authority. The use of the wharf shall only take place in strict accordance with the approved servicing strategy.

For the avoidance of doubt, this Condition 24 shall apply (as appropriate) to both the initial and/or any subsequent development and/or use of the wharf.

Reason: In order to safeguard the amenity of adjoining residential properties and to comply with DM Policy 23 Air Quality, DM Policy 26 Noise and Vibration and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014) and Paragraph 120 of the National Planning Policy Framework (2012).

Basement and semi-basement car parking details

25. Details of the design of all basement and semi-basement car-parking areas (including normal and emergency access/egress to/from them) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works in respect of such basement or semi-basement parking areas. Such details shall include ventilation of the parking areas including the location of outlets and measures to attenuate noise and limit other airborne pollution to nearby sensitive receptors, particularly residents, to acceptable levels. All ventilation, noise attenuation and other pollution measures shall be implemented in strict accordance with the approved details prior to occupation or operation of the car park in the Phase, Sub-Phase or Plot in question.

Reason: To safeguard users and the amenities of occupiers of properties within the vicinity of the car-park area and to ensure that the necessary ventilation and attenuation is well designed in accordance with DM Policy 30 Urban Design and Local Character and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014).

Fixed plant

- 26.(i) Other than in the case of an emergency requiring the use of such plant or during testing of such plant, the rating level of the noise emitted from fixed plant on the site shall be 5 dB below the existing background level at any time. The noise levels shall be determined at the façade of any noise sensitive property. The measurements and assessments shall be made according to BS4142:1997.
- (ii) Any Phase, Sub-Phase or Plot which includes fixed plant shall not commence until details of a scheme complying with part (i) of this Condition have been submitted to and approved in writing by the Local Planning Authority.
- (iii) No Phase, Sub-Phase or Plot which includes fixed plant shall be occupied until the scheme approved pursuant to part (ii) of this Condition has been implemented in strict accordance with the details approved pursuant to part (ii) of this Condition. Thereafter the approved scheme shall be maintained in perpetuity.

Reason: To safeguard the amenities of the adjoining premises and the area generally and to comply with DM Policy 26 Noise and Vibration in the adopted Development Management Local Plan (November 2014) and Paragraph 120 of the National Planning Policy Framework (2012) and to ensure any impacts arising from the proposed

development (and any measures required to mitigate those impacts) are consistent with those identified in the Environmental Statement accompanying the application.

Attenuation of noise and vibration at the wharf Plot

- 27.(i) Development within Plot P21 or, if earlier, Plots P04, P05, P19 and/or P20 shall not commence until details of attenuation measures required to protect the proposed residential units in Plots P04, P05, P19 and/or P20 from noise and vibration from development (including use) of the wharf within Plot P21 have been submitted to and approved in writing by the Local Planning Authority.
- (ii) No residential units within Plots P04, P05, P19 and/or P20 shall be occupied until such of the attenuation measures as are to be incorporated within each such Plot have been fully implemented in strict accordance with the details approved by the Local Planning Authority pursuant to part (i) of this Condition.
- (iii) Development (including use) of the wharf shall not commence in Plot P21 until any attenuation measures outside Plots P04, P05, P19 and/or P20 have been fully implemented in strict accordance with the details approved by the Local Planning Authority pursuant to part (i) of this Condition.

Reason: To safeguard the amenities of residents and other occupiers in and around the site and to comply with DM Policy 26 Noise and Vibration and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014), and to ensure any impacts arising from the proposed development (and any measures required to mitigate those impacts) are consistent with those identified in the Environmental Statement accompanying the application.

Attenuation of external noise and vibration for residential dwellings

- 28.(i) The development shall be designed so as to provide sound insulation against external noise and vibration, to achieve levels not exceeding 30 dB LAeq (night) and 45 dB LAm_{ax} (measured with F time weighting) for bedrooms, 35 dB LAeq (day) for other habitable rooms, with windows shut and other means of ventilation provided.
- (ii) External private residential amenity areas shall be designed to achieve levels not exceeding 55 dB LAeq (day) and the evaluation of human exposure to vibration within the building shall not exceed the Vibration dose values criteria 'Low probability of adverse comment' as defined BS6472.
- (iii) Development of any Phase, Sub-Phase or Plot which includes residential units or residential amenity areas shall not commence until details of a sound insulation scheme incorporating the requirements of parts (i) and (ii) of this Condition have been submitted to and approved in writing by the Local Planning Authority.
- (iv) Each Phase, Sub-Phase or Plot which includes residential units or residential amenity areas shall not be occupied until the sound insulation scheme approved pursuant to part (iii) of this Condition has been implemented in its entirety. Thereafter, the sound insulation scheme shall be maintained in perpetuity in strict accordance with the approved details.

Reason: To safeguard the amenities of the occupiers of the proposed dwellings and to comply with DM Policy 26 Noise and Vibration and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014).

- 29.(i) No development shall commence in any Phase, Sub-Phase or Plot that includes residential units which adjoin non-residential floorspace until full written details (including drawings and specifications) of the proposed works for sound insulation against airborne noise have been submitted to and approved in writing by the Local Planning Authority.
- (ii) The sound insulation measures pursuant to part (i) of this Condition shall meet $D'nT,w + Ctr$ dB of not less than 55 for walls and/or ceilings where residential floorspace adjoins non-residential floorspace, or shall be as otherwise specified in Part E (Approved Document E) of schedule 1 of the Building Regulations in force at the time of application for consent.
- (iii) Each Phase, Sub-Phase or Plot that includes residential units which adjoin non-residential floorspace shall only be occupied once the sound insulation works approved under part (i) of this Condition have been implemented in strict accordance with the approved details.
- (iv) The sound insulation measures as approved by this Condition shall be retained permanently in strict accordance with the approved details.

Reason: In the interests of residential amenity and to comply with DM Policy 26 Noise and Vibration and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014).

Residential Open Space

- 30.(i) The development shall provide at least 28,225 m² of private residential open space (excluding balconies). Each Phase, Sub-Phase or Plot that includes the provision of communal and/or private residential open space, including play space, shall not commence until details of the configuration and extent of the provision of the communal and/or private residential open space, including play space, within the Phase, Sub-Phase or Plot and timescale for delivery related to occupation of residential units within the Phase, Sub-Phase or Plot in question, have been submitted to and approved in writing by the Local Planning Authority.
- (ii) The private residential open space shall be provided in each Phase, Sub-Phase or Plot in strict accordance with the approved details and not more than the relevant threshold of residential units as specified in the approved details shall be occupied until the relevant private residential open space has been completed in strict accordance with the approved details.

Reason: In order to ensure the appropriate provision of communal and/or private residential open space and to comply with DM Policy 30 Urban Design and Local Character and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014).

Car Parking Management Strategy

31. Prior to commencement of each Phase, Sub-Phase or Plot which includes car parking a Car Parking Management Strategy shall be submitted to and approved in writing by the Local Planning Authority including the timescale for implementation and details of the measures to enforce the approved strategy. The Car Parking Management Strategy as approved pursuant to this Condition shall be implemented and complied with in full.

Reason: In order to ensure that car parking is adequately controlled, including deterring commuter parking. In addition, the development of the site is the subject of an Environmental Impact Assessment and any material alteration to the proposed uses may have an impact which has not been assessed by that process.

Details of cycle ways

32. The relevant part of the development shall not commence until full details of the proposed cycle ways which link with the existing cycle network have been submitted to and approved in writing by the Local Planning Authority. Such measures shall then be implemented in strict accordance with the approved details prior to occupation of buildings within the relevant part of the development unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to ensure that there is satisfactory linkage with the proposed and existing cycle network in accordance with the objectives of Policy 6.9 of the London Plan (consolidated with alterations since 2011).

Details of cycle parking

33. No development within any Phase, Sub-Phase or Plot which includes cycle parking shall commence until details of the provision for cycle parking (for occupiers, staff and visitors of both the non-residential and residential uses), including the numbers, type of cycle stands and stores, and their location, have been submitted to and approved in writing by the Local Planning Authority. The said details shall provide for cycle parking for residents and staff to be under cover and secure, and in convenient and safe locations for users, with cycle parking for visitors provided at accessible locations where there is good surveillance. The parking shall be provided in strict accordance with the approved details before the commencement of occupation or the operation of the relevant part of the development and shall be retained for that purpose unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure that an adequate provision is made for cycle users in accordance with the objectives of Policy 6.9 of the London Plan (consolidated with alterations since 2011).

Scheme of Archaeological Resource Management

34. Prior to the commencement of development within any Phase, Sub-Phase or Plot which includes the breaking of ground, a 'Scheme of Archaeological Resource Management' which shall be in accordance with the English Heritage briefing document 'Our Future Heritage' shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in strict accordance with the approved 'Scheme of Archaeological Resource Management'.

Reason: Important archaeological remains exist on this site. Accordingly the planning authority wishes to secure the provision of a holistic approach to the management and treatment of the archaeological resource in accordance with the guidance as set out in the NPPF.

Programme of archaeological work

35. No development (other than demolition to ground floor slab level) within any Phase, Sub-Phase or Plot which includes the breaking of ground shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in strict accordance with the detailed scheme as approved.

Reason: Important archaeological remains exist on this site. Accordingly the planning authority wishes to secure the provision of a holistic approach to the management and treatment of the archaeological resource in accordance with the guidance as set out in the NPPF.

Programme of archaeological recording (historic buildings)

36. No development within any Phase, Sub-Phase or Plot which includes or directly adjoins any statutory Listed Building or structure shall take place until the developer has secured the implementation of a programme of archaeological recording of the standing historic building(s), in strict accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: The historic building(s) is/are of intrinsic archaeological interest and any alteration or demolition of the historic structure(s) should be recorded before it/they are damaged or destroyed by the development hereby permitted.

Details of development below ground level

37. Notwithstanding Parameter Plan 09A (Maximum Development Basement Levels), details of the location of any parking and/or other development below existing ground level shall be submitted to and approved in writing by the Local Planning Authority before work commences on any Phase, Sub-Phase or Plot which includes any below ground development. The development shall only be carried out strictly in accordance with the approved details.

Reason: In order to safeguard the archaeological assets of the site.

Design and method statement for foundation design and ground works

38. No development on any Phase, Sub-Phase or Plot which includes buildings shall take place until a detailed design and method statement for the foundation design and all new ground works has been submitted to and approved in writing by the Local Planning Authority. The foundation design and all new ground works shall be carried out in strict accordance with the approved design and method statement.

Reason: In order to safeguard the archaeological assets of the site.

Demarcation and safeguarding of archaeological remains

39. No works (including investigations) shall take place on any Phase, Sub-Phase or Plot which includes or directly adjoins the Scheduled Ancient Monument and the remains of Sayes Court until fencing or other form of demarcation is erected to protect the scheduled ancient monument and the remains of Sayes Court during the development. The detail of such fencing or other form of demarcation shall first be agreed in writing by the Local Planning Authority. No works shall take place inside those protected areas without the prior written agreement of the Local Planning Authority.

Reason: In order to protect stated remains from damage during geotechnical survey, installation of tower cranes, construction and other related work.

Structural survey and protection measures for Olympia Warehouse

40. Prior to the commencement of works within Plots P02, P03, P06, P08, P16 and P18:
- (i) a structural survey of the Olympia Warehouse shall be submitted to and approved in writing by the Local Planning Authority; and,
 - (ii) full details of measures to protect the Olympia Warehouse from construction impacts shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved measures.

Reason: In order to ensure that the structural integrity of the Olympia Warehouse would be appropriately protected from construction activities in the vicinity.

Ecological Management Strategy

41. No development shall commence within a Phase, Sub-Phase or Plot until details of a site wide Ecological Management Strategy (including, without limitation, long term objectives, management responsibilities and maintenance schedules, and measures for each Phase or Sub-Phase or Plot) has been submitted to and approved in writing by the Local Planning Authority. All ecological measures shall be implemented in strict accordance with the approved Ecological Management Strategy, and not later than the commencement of any subsequent Phase or Sub-Phase or Plot and in the case of the final Phase or Sub-Phase or Plot within 12 months of its completion.

Reason: In order to establish an ecological strategy for the area and ensure any impacts (including beneficial impacts) arising from the proposed development are consistent with those identified in the Environmental Statement accompanying the application.

Public open space and landscaping

- 42.(i) The development shall include at least 33,797 m² of publicly accessible open space. Prior to commencement of each Phase, Sub-Phase or Plot which includes public accessible open space a scheme for the landscape works and treatment of that Phase, Sub-Phase or Plot (including both public and private areas of open space) shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include:

- (a) the position and spread of all existing trees to be retained and/or removed;
 - (b) new tree and shrub planting including species, plant sizes and planting densities;
 - (c) means of planting, staking and tying of trees, including tree guards;
 - (d) areas of hard landscape works including paving and details, including samples, of proposed materials;
 - (e) details of the treatment of the external boundary of the site;
 - (f) details of how the proposed landscaping scheme will contribute to wildlife habitat;
 - (g) details of water features as relevant;
 - (h) details of any signage (including 'Legible London' or similar way-finding signage);
 - (i) timescales for implementation by reference to occupation of residential units; and,
 - (j) details of future maintenance.
- (ii) The landscaping scheme shall be implemented in strict accordance with the approved details including the timescales approved under part (i)(j) of this Condition.
- (iii) Not more than the relevant threshold of residential units as specified in the approved details shall be occupied until the relevant publicly accessible area or areas of open space have been completed in strict accordance with the approved details.
- (iv) All landscaping shall be maintained thereafter in strict accordance with the maintenance details approved pursuant to part (i)(j) of this Condition.

Reason: To ensure a satisfactory development that enhances the visual amenity of the locality and to comply with DM Policy 25 Landscaping and Trees, DM Policy 30 Urban Design and Local Character and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014).

Tree protection

43. Any development or demolition within any Phase, Plot or Sub-Plot which includes existing trees shall not commence unless and until adequate steps have been taken in strict accordance with Section 8 of BS 5837 Trees to safeguard all trees on the site against damage prior to or during building works, including the erection of fencing. All fences shall be erected to the extent of the crown spread of the trees, or where circumstances prevent this, to a minimum radius of 2 metres from the trunk of the tree and such protection shall be retained until the development has been completed. No excavations, site works, trenches or channels shall be cut, or pipes or services laid in such a way as to cause damage to the root structure of the trees.

Reason: To ensure that the existing trees are not damaged during the period of construction and to comply with DM Policy 25 Landscaping and Trees, DM Policy 30 Urban Design and Local Character and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014).

Construction management

- 44.(i) The development shall not commence until a site-wide Code of Construction Practice has been submitted to and approved in writing by the Local Planning Authority. The site-wide Code of Construction Practice is intended to establish the overarching principles of best construction practice, and shall be based on the Framework Code of Construction Practice, 14 February 2014 (Appendix C of Environmental Statement Addendum Report).
- (ii) No Phase, Sub-Phase or Plot shall commence until a Code of Construction Practice specific to that Phase, Sub-Phase or Plot, and in strict accordance with the site-wide Code of Construction Practice, has been submitted to and approved in writing by the Local Planning Authority (in consultation with London City Airport in respect of Plots P02, P06 and P14). Where such details are not already contained within the site-wide Code of Construction Practice, the Code of Construction Practice shall include (but not be limited to:
- (a) General Principles (Implementation, Considerate Constructors Scheme, Public Information and Liaison);
 - (b) General Site Management (Site Layout and Housekeeping, Working Hours, Traffic Management and Site Access, Onsite management of Materials, Training and competence, Monitoring);
 - (c) Site preparation & Construction Activities (Construction, Demolition, Excavation Waste, Site Preparation and Construction Activities, Contamination and Ground Conditions, Groundwater and surface water protection, Protection (including impact mitigation and monitoring) of Trees, Birds and Bats and Marine Invertebrates;
 - (d) Construction Operation Plan;
 - (e) piling method statement (including a programme for associated works and measures to prevent potential damage to subsurface water infrastructure for Local Authority approval in consultation with Thames Water);
 - (f) construction methodology for tall buildings (having regard to airport safeguarding surfaces and relevant safety limits); and,
 - (g) arrangements for the use of the river for construction related logistics (e.g. transportation of construction materials and equipment onto the site and removal of waste materials and equipment off the site).
- (iii) All demolition and construction work shall be undertaken in strict accordance with the approved Code of Construction Practice.

Reason: In order that the Local Planning Authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply with Core Strategy Policy 14 Sustainable Movement And Transport in the adopted Core Strategy (June 2012), DM Policy 23 Air Quality, DM Policy 26 Noise and Vibration, DM Policy 28 Contaminated Land in the adopted Development Management Local Plan (November 2014) and Paragraph 120 of the National Planning Policy Framework (2012).

Contaminated land

- 45.(i) No development within any Phase, Sub-Phase or Plot which includes the breaking of ground (including demolition of existing buildings and structures below ground floor slab level) shall commence until each of the following have been complied with:
- (a) A desk top study and site assessment to survey and characterise the nature and extent of contamination within the Phase, Sub-Phase or Plot in question and its effect (whether within the relevant Phase, Sub-Phase or Plot or land within the site as a whole or off-site) and a conceptual model have been submitted to and approved in writing by the Local Planning Authority;
 - (b) A site investigation report to characterise and risk assess the Phase, Sub-Phase or Plot in question which shall include the gas, hydrological and contamination status, specifying rationale; and recommendations for treatment for contamination encountered (whether by remedial works or not) has been submitted to and approved in writing by the Local Planning Authority; and,
 - (c) The required remediation scheme (including, as appropriate, measures within the relevant Phase, Sub-Phase or Plot, land within the site as a whole or off-site) has been implemented in full.
- (ii) If during any works on the site, contamination is encountered which has not previously been identified (“the new contamination”) the Local Planning Authority shall be notified immediately and the terms of part (i) of this Condition , shall apply to the new contamination. No further works shall take place on that part of the site or adjacent areas affected, until the requirements of paragraph (a) of part (i) of this Condition have been complied with in relation to the new contamination.
- (iii) Each Phase, Sub-Phase or Plot shall not be occupied until a closure report for that Phase, Sub-Phase or Plot has been submitted to and approved in writing by the Local Planning Authority. This shall include verification of all measures, or treatments as required in parts (i) and (ii) of this Condition and relevant correspondence (including other regulating authorities and stakeholders involved with the remediation works) to verify compliance requirements, necessary for the remediation of the site have been implemented in full.
- (iv) The closure report required by part (iii) of this Condition shall include verification details of both the remediation and post-remediation sampling/works, carried out (including waste materials removed from the site); and before placement of any soil/materials is undertaken on site, all imported or reused soil material must conform to current soil quality requirements as agreed by the authority. Inherent to the above, is the provision of any required documentation, certification and monitoring, to facilitate the requirements of this Condition.

Reason: To ensure that the Local Planning Authority may be satisfied that potential site contamination is identified and remedied in view of the historical use(s) of the site, which may have included industrial processes and to comply with DM Policy 28 Contaminated Land in the adopted Development Management Local Plan (November 2014).

Handling or storage of any hazardous substances

46. The development shall not commence unless and until details of the use, handling or storage of any hazardous substances included in the Schedule to the Planning (Hazardous Substances) Regulations 1992 have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out, occupied and used in accordance with the approved details.

Reason: To prevent pollution of the environment, and particularly the water environment.

Surface water control measures

47. The development shall not commence until details of surface water source control measures for the relevant part of the site have been submitted to and approved in writing by the Local Planning Authority. The surface water control measures shall be implemented in strict accordance with approved details.

Reason: To prevent pollution of the water environment and increased risk of flooding.

Sustainability and energy efficiency (BREEAM standards)

- 48.(i) Any non-residential unit over 1,000 m² (Gross External Area) hereby approved shall achieve a minimum BREEAM 2011 Rating of 'Very Good' and any non-residential unit under 1,000 m² hereby approved shall achieve a minimum BREEAM 2011 Rating of 'Good'.
- (ii) Development of any non-residential units over 1,000 m² (Gross External Area) shall not commence until a Design Stage Certificate (prepared by a Building Research Establishment qualified Assessor) has been submitted to and approved in writing by the Local Planning Authority to demonstrate full compliance with part (i) of this Condition.
- (iii) Within 3 months of first occupation of any non-residential unit over 300 m² (Gross External Area) evidence shall be submitted in the form of a Post Construction Certificate (prepared by a Building Research Establishment qualified Assessor) to demonstrate full compliance with part (i) of this Condition for that specific building.

Reason: To comply with Policies 5.1 Climate change and mitigation, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.7 Renewable energy, 5.15 Water use and supplies in the London Plan (consolidated with alterations since 2011) and Core Strategy Policy 7 Climate change and adapting to the effects, Core Strategy Policy 8 Sustainable design and construction and energy efficiency (2011).

Sustainability and energy efficiency (Code for Sustainable Homes standard)

- 49.(i) All residential units shall achieve a minimum Code for Sustainable Homes Rating Level 4 or equivalent national standard in force at the time of the approval of the Reserved Matters application in respect of such residential units.
- (ii) No development within any Phase, Sub-Phase or Plot which includes residential units shall commence until a Design Stage Certificate for each residential unit (prepared by a

Code for Sustainable Homes qualified Assessor) has been submitted to and approved in writing by the Local Planning Authority to demonstrate compliance with part (i) of this Condition.

- (iii) Within 3 months of first occupation of any residential units, evidence shall be submitted in the form of a Post Construction Certificate (prepared by a Code for Sustainable Homes qualified Assessor) to demonstrate full compliance with part (i) of this Condition for that specific unit.

Reason: To comply with Policies 5.1 Climate change and mitigation, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.7 Renewable energy, 5.15 Water use and supplies in the London Plan (consolidated with alterations since 2011) and Core Strategy Policy 7 Climate change and adapting to the effects, Core Strategy Policy 8 Sustainable design and construction and energy efficiency (2011).

Electric vehicle charging points

- 50.(i) Details of the number and location of electric vehicle charging points to be provided within each Phase, Sub-Phase or Plot and a programme for their installation and maintenance shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development within any Phase, Sub-Phase or Plot which includes car parking spaces.
- (ii) The electric vehicle charging points as approved shall be installed prior to occupation of the relevant Phase, Sub-Phase or Plot and shall thereafter be retained and maintained in strict accordance with the details approved under part (i) of this Condition.

Reason: To reduce pollution emissions in an Area Quality Management Area in accordance with Policy 7.14 Improving air quality in the London Plan (consolidated with alterations since 2011).

River modelling

- 51. Prior to the commencement of any works of construction of the proposed jetty/pier structures encompassed by the development in the River Thames, hydrodynamic modelling and analysis of scour and silt deposition shall be carried out to assess the impact of such jetty/pier structures. The results of this modelling shall be used to inform the detailed design of any structures in the River Thames. No works shall be carried out in the River Thames until the results of the modelling and detailed design of all river structures has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the stability of the river wall and prevent damage to the foreshore.

Tidal flood defence

- 52. No development on the relevant part of the development shall commence until a detailed scheme for future permanent raising of the tidal flood defence at the site to a height of 5.7m AOD has been submitted to and approved in writing by the Local Planning Authority. The proposal shall demonstrate that the defence and associated groundwork would not conflict with existing or proposed infrastructure and shall:

- (i) include an assessment of hydrostatic and hydrodynamic loading;
- (ii) demonstrate that access requirements could be met without the use of gates or other openings in the defence; and,
- (iii) Provide a method statement demonstrating how future raising to the 2100 level of 6.2 m A.O.D. could be achieved.

Reason: To ensure that future raising of flood defences can be carried out without avoidable costs or disturbance.

Cycle Hire docking stations

53. Prior to commencement of any works to provide a Cycle Hire docking station, details of such cycle docking station, including plans, shall be submitted to and approved in writing by the Local Planning Authority. All Cycle Hire docking stations shall be provided in strict accordance with the approved details and plans. Such details and plans shall include:

- (i) Siting, design and layout of the Cycle Hire docking station, including the number and type of docking points, signage, payment machines and readers and any necessary additional lighting and CCTV;
- (ii) External appearance including samples of the materials and finishes to be used for all external surfaces; and,
- (iii) Means of access to and from the Cycle Hire docking station by pedestrians and cyclists and by operational vehicles, including all surface treatments.

Reason: To support potential future expansion of the Cycle Hire network at the site in accordance with policies 6.2 and 6.9 of the London Plan (consolidated with alterations since 2011).

Jetty structural assessment and remediation where necessary

54. The use of Plot 22 (the Jetty) for construction logistics and/or as a park and to provide access for the riverbus pier as hereby permitted shall not commence until:

- (i) a structural survey of the Jetty has been submitted to and approved in writing by the Local Planning Authority; and,
- (ii) any remedial works necessary for the intended uses of the Jetty have been carried out in strict accordance with the recommendations of the approved structural survey.

Reason: To ensure that the jetty is suitably robust to support construction logistics, and subsequent delivery of the Jetty, park and riverbus pier in line with policies 6.4, 6.14, 7.18 and 7.25 of the London Plan (consolidated with alterations since 2011).

Conditions to be discharged prior to occupation

Delivery of public and private highway

55. No building shall be occupied until the (public or private) highway(s) including the carriageway, footway and/or cycle way serving that building have been completed in

strict accordance with details which have first been submitted to and approved in writing by the Local Planning Authority and are open for use.

Reason: To ensure safe, efficient and sustainable means of access to the development in accordance with Policy 14 Sustainable transport and movement of the adopted Core Strategy (June 2011).

Conditions where no submissions are necessary

Land uses

56.(i) The Gross External Area for the development shall not exceed 419,100 m².

(ii) The Gross External Area of each use permitted under this permission shall not exceed:

- (a) Residential (Class C3) – 321,000 m²
- (b) Employment (Class B1) – 15,500 m²
- (c) Employment wharf (Sui Generis/B2) – 32,200 m²
- (d) Retail (Class A1/A2) – 5,810 m²
- (e) Restaurant/Bar (Class A3/A4/A5) – 4,520 m²
- (f) Non-residential Institutions (Class D1) & Assembly and Leisure (Class D2) – 13,000 m²
- (g) Hotel (Class C1) - 27,070 m²

(iii) The total number of residential units within the development shall not exceed 3,500 units.

Reason: The development of the site has been the subject of an Environmental Impact Assessment which has been taken into account by the Local Planning Authority in determining the application and any alteration to the land use which is not substantially in accordance with the Development Specification document, may have an impact which has not been assessed by that process.

Maximum and minimum floorspace

57.(i) The maximum floorspace and mix of uses within each Plot shall not exceed the quantum specified within the Development Plots Floorspace Schedule within Appendix 3 of the document CW05A Development Specification submitted with the application and approved under Condition 2.

(ii) Plots P02, P06, P08, P12, P13, P16 and P18 shall each contain at least one permitted non-residential use. The total of such non-residential uses across all these Plots shall be not less than 50% of the aggregate maximum permitted non-residential floorspace (excluding hotel use class C1) specified across these Plots by the Development Plots Floorspace Schedule within Appendix 3 of the said approved document CW05A Development Specification.

(iii) Any one or more of Plots P04, P05, P06 and P19 shall collectively contain at least 50% of the maximum Use Class B1 floorspace specified across these Plots by the Development Plots Floorspace Schedule within Appendix 3 of the said approved document CW05A Development Specification.

Reason: To ensure an appropriate mix of uses on the site in compliance with Core Strategy Strategic Site Allocation 2. The development hereby permitted has been the subject of an Environmental Impact Assessment and any alteration to the uses which is not substantially in accordance with the Development Specification document may have an impact which has not been assessed by that process.

Operational use of the wharf

58. When the wharf is in operational use, deliveries to/collections from Plot 21 by road vehicles shall not take place other than between the hours of 8.00am and 7.00pm Mondays to Saturdays and not on Sundays or Public Holidays.

Reason: In order to safeguard the amenity of adjoining residential properties and to comply with DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014) and Paragraph 120 of the National Planning Policy Framework (2012).

Wharf related heavy goods vehicle movements

59. The total volume of material received by road by the wharf (Plot 21) shall not exceed the equivalent of 121 heavy goods vehicle movements in any 24-hour period.

Reason: The development proposals for the site hereby permitted have been the subject of an Environmental Impact Assessment. Any alteration to the uses which is not substantially in accordance with the Development Specification document may have an impact which has not been considered as part of the Environmental Impact Assessment.

Retail

- 60.(i) The amount of floorspace (Gross External Area) for each Class A use shall not exceed the following floorspace limits:

- (a) Class A1/A2 retail – 5,810 m²
- (b) Class A1 convenience goods retail – 1,200 m² (with no unit greater than 300 m² other than a Class A1 food store which shall be no greater than 800 m²)
- (c) Class A3 and A4 – 4,520 m²

- (ii) For a period of 5 years following the grant of this permission, the amount of Class A1 comparison goods retail shall not exceed 1,200 m² (Gross External Area) and the amount of Class A3 and A4 shall not exceed 3,200 m² (Gross External Area).

Reason: The development of the site has been the subject of an Retail Impact Assessment which has been taken into account by the Local Planning Authority in determining the application, and in order to ensure that the vitality and viability of existing town centres are maintained and to comply with DM Policy 13 in the adopted Development Management Local Plan (November 2014) Location of main Town Centre Uses.

Non-residential Institutions

61. Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking, re-enacting or modifying that Order), the Class D1

space hereby permitted shall be used only as a school, art gallery, museum, library or non-residential education and training centre and health centre and for no other purpose within Class D1.

Reason: To ensure that the proposal is carried out in accordance with the approved Development Specification and Plans.

Hours of use

62. Unless expressly approved in writing by the Local Planning Authority no leisure, cultural/community, retail, restaurants, employment or office space shall be open for customer business between the hours of 12.00am and 6.00am on Mondays to Saturdays and before 6.00am or after 10.30pm on Sundays or Public Holidays.

Reason: To ensure that the proposed development does not prejudice the enjoyment of their properties by neighbouring occupiers and to comply with DM Policy 17 Restaurants and Cafés (A3 uses) and Drinking Establishments (A4 uses), DM Policy 18 Hot Food Take-Away Shops (A5 uses), DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014) and Paragraph 120 of the National Planning Policy Framework (2012).

63. The development shall provide a maximum of 1,540 residential and 300 non-residential car parking spaces. Unless otherwise agreed by the Local Planning Authority in writing at the time of approving Reserved Matters for any Phase or Sub-Phase, car parking provision for residential units within each Phase or Sub-Phase shall not exceed 0.65 spaces per unit and the car parking for the residential units within the development as a whole shall not exceed 0.44 spaces per unit.

Reason: The development of the site is the subject of an Environmental Impact Assessment and any material alteration to the proposed uses may have an impact that has not been assessed by that process.

Archaeological works

64. The archaeological works required by Condition 35 shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

Reason: In order to safeguard the archaeological assets of the site in accordance with Policy 16 Conservation areas, heritage assets and the historic environment of the Core Strategy (June 2011) and Policy 7.8 of the London Plan (consolidated with alterations since 2011).

Maintenance of planted material

65. Any planted material (including trees) which dies, is removed or becomes seriously diseased within a period of 5 years from the date it is planted shall be replaced, such replacement planting to be completed in the next planting season after the planted material in question dies, is removed or becomes diseased. Thereafter, the replacement planting shall be maintained in strict accordance with the maintenance details approved pursuant to part (i)(j) of Condition 42.

Reason: To ensure a satisfactory appearance and setting for the proposed development and to ensure that it enhances the visual amenity of the area and to comply with DM Policy 25 Landscaping and Trees, DM Policy 30 Urban Design and Local Character and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014).

Hydrology and water resources

66. The development hereby permitted shall be carried out in strict accordance with the approved Flood Risk Assessment (FRA) Technical Appendix CW02 2B-17, prepared by Buro Happold and dated April 2013. The proposed measures set out in section 8 of the Flood Risk Assessment (April 2013) submitted with the application to which this permission relates shall insofar as it relates to each Phase, Sub-Phase or Plot be implemented in full prior to commencement of each Phase, Sub-Phase or Plot.

Reason: In order to ensure that appropriate flood attenuation measures are implemented in full and to safeguard occupiers of the site and surrounding areas and to reduce the risk of flooding to the proposed development and future occupants.

Set-back in building massing at Plot P01

67. Notwithstanding the approved plan CON1-PA-03-010A, development at the southeast edge of plot P01 shall include a set-back in building massing above three-storeys, as illustrated by figure 2.1.4 within approved document CW03A Design and Access Statement Addendum.

Reason: To provide a three-storey shoulder height at the interface between plot P01 and the Master Shipwrights House and Dockyard Office (Grade II*), supporting the enhancement to the setting of the Grade II* Listed Building in accordance with Policy 7.8 of the London Plan (consolidated with alterations since 2011) and Core Strategy Policy 15 High Quality Design For Lewisham in the adopted Core Strategy (June 2012).

Definitions within this decision notice

68. Where in this decision notice the following defined terms are used, they shall have the following respective meanings:
- (i) "Comparison" means retailing for items such as clothes, music, household and leisure goods which are not bought on a regular basis.
 - (ii) "Convenience" means retailing for everyday, essential items like food, drink, newspapers and confectionary.
 - (iii) "Gross External Area" means as defined in the RICS Code of Measuring Practice 6th Edition or any subsequent guidance which replaces it.
 - (iv) "Phase" means a phase of the development as identified by approved plan Con-PA-03-18A.
 - (v) "Plot" means a masterplan development plot, and the jetty (labelled P22), as shown on the approved Phasing Plan CON1-PA-03-018A.
 - (v) "Site" means the area of land within the red line boundary on approved plan CON1-PA-03-001.
 - (vi) "Sub-Phase" means part of a Phase of construction as approved by Condition 22 which may include development within and outside a Phase hereby approved in plan Con-PA-03-18A.

(vii) "Thames Path" means the Thames Path National Trail.

(viii) "Use Classes" or "Class" is a reference to a use class as specified in the Schedule Town and Country and Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument amending or revoking and re-enacting that Order.

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

Informatives:

For the avoidance of doubt, for the purposes of the Conditions set out above:

1. 'development' does not include demolition works above ground floor slab level unless specifically stated.
2. 'the relevant part of the development' relates to the masterplan development Plots, or part thereof, identified on approved plan CON1-PA-03-006A.
3. This permission does not convey any approval for works to Listed Buildings at the Site (including the Olympia Warehouse, Listed gate posts and Listed river wall) for which a separate Listed Building and planning application must be submitted to and approved by the Local Planning Authority before any work commences on that part of the site. In addition, this permission does not convey any approval for works affecting the Scheduled Ancient Monument on the site for which a separate application for Scheduled Ancient Monument Consent must be submitted and approved before any work commences on that part of the site.
4. The Local Planning Authority wishes to ensure that archaeological remains are preserved in situ in accordance with the Scheme of Archaeological Resource Management. The detailed proposals should include appropriate drawings, notes and method statements showing how the objectives of in situ preservation will be achieved. Particular attention should be paid to the design of foundations and new ground works including any piling, underpinning, new slab levels, slab construction, lift shafts or new service trenches. You are advised to contact the relevant Planning Department case officer and English Heritage's Archaeological Adviser on 017 1973 3737 to discuss the submission of details required to discharge this Condition. You are also advised to contact the Divisional director (Building Control) to ensure that all Building Control regulations are met.
5. This permission does not convey any approval for reconfiguration of the safeguarded wharf for which approval is required by the Secretary of State under Town and Country Planning Act 1990 and the General Development Procedure Order 1995.
6. The applicant is advised to consult with the Council's Environmental Protection Team on 020 8314 2170 regarding measures to control construction impacts (Condition 44).
7. Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed works or structures either affecting or within 16 metres of the tidal flood defence structure. Contact Michael Wilkinson on 017 3222 3188 for further details.
8. The land contamination Condition requirements apply to both whole site and phased developments. Where development is phased, no unit within a Phase or Sub-Phase shall

be occupied until (a), (b) and (c) of the Condition have been satisfied for that Phase or Sub-Phase. Applicants are advised to read 'Contaminated Land Guide for Developers' (London Borough's Publication 2003), on the Lewisham web page, before complying with the above Condition. All of the above must be conducted in accordance with DEFRA and the Environment Agency's (EA) - Model Procedures for the Management of Land Contamination.

9. Applicants should also be aware of their responsibilities under Part IIA of the Environmental Protection Act 1990 to ensure that human health, controlled waters and ecological systems are protected from significant harm arising from contaminated land. Guidance therefore relating to their activities on site, should be obtained primarily by reference to DEFRA and EA publications.
10. In the event that any structures (including craneage or scaffolding) would exceed a maximum planned height of 158.95 metres A.O.D., separate consultation must be undertaken with London City Airport.
11. Any changes to the height or exact location of the development must be re-submitted to London City Airport for re-assessment given the proximity to the airfield.
12. Discussions should be had with the Metropolitan Police Secured by Design Team to ensure that the design of all reserved matters are informed by Secured by Design principles.
13. The applicant is advised to contact Thames Water Developer Services on 084 5850 2777 to discuss the details of the piling method statement secured under Condition 44.
14. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of ground water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 084 5850 2777.
15. With respect to the details required under Condition 21(i)(b), Thames Water will require details of the points of connection to the public sewerage system as well as the anticipated flow (including flow calculation method) into any proposed connection point. This data can then be used to determine the impact of the proposed development on the existing sewer system. The developer should also indicate what the overall reduction in surface water flows is, i.e. existing surface water discharges (pre-development) in to the public sewers for storm periods 1 in 10, 30, 100 etc... versus the new proposed volumes to be discharged for the whole development. If the drainage strategy is not acceptable Thames Water will request that an impact study be undertaken.
16. Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed works or structures either affecting or within 16 metres of the tidal flood defence structure. Contact Michael Wilkinson on 017 3222 3188 for further details.

17. The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre commencement Conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Local Planning Authority, before any such works of demolition take place permitted under this permission.
18. You are advised that the application granted is subject to the Mayoral Community Infrastructure Levy ('the CIL'). More information on the CIL is available at: - <http://www.communities.gov.uk/publications/planningandbuilding/communityinfrastructurelevymay11> (Department of Communities and Local Government) and <http://www.legislation.gov.uk/ukdsi/2010/9780111492390/contents>.
19. As you are aware the approved development is liable to pay the Community Infrastructure Levy (CIL) which will be payable on commencement of the development. The Council will issue you with a CIL liability notice detailing the CIL payable shortly. For CIL purposes, planning permission permits development as at the date of this notice. However, before development commences you must submit a CIL Commencement Notice to the council. More information on the CIL is available at: - <http://www.communities.gov.uk/publications/planningandbuilding/communityinfrastructurelevymay11> (Department of Communities and Local Government) and <http://www.legislation.gov.uk/ukdsi/2010/9780111492390/contents>.
20. You are advised that all construction work should be undertaken in accordance with the 'London Borough of Lewisham Code of Practice for Control of Pollution and Noise from Demolition and Construction Sites' available on the Lewisham web page.
21. In preparing the scheme of dust minimisation, reference shall be made to the London Councils Best Practice Guide: The Control of Dust and Emissions from Construction and Demolition. All mitigation measures listed in the Guide appropriate to the size, scale and nature of the development will need to be included in the dust minimisation scheme.
22. The applicant is advised that the implementation of the proposal will require approval by the Council of a street naming and numbering application. Application forms are available on the Council's website.
23. Assessment of the sound insulation scheme should be carried out by a suitably qualified acoustic consultant.
24. The weighted standardised level difference ($D'nT,W + Ctr$) is quoted according to the relevant part of the BS EN ISO 717 series. To guarantee achieving this level of sound insulation, the applicant is advised to employ a reputable noise consultant details of which can be found on the Association of Noise Consultants website.
25. The applicant be advised that the details to be submitted pursuant to this permission should have regard to the principles of energy and natural resource efficiency through their design, orientation, density and location, in compliance with Policy 8 Sustainable design and construction and energy efficiency of the adopted Core Strategy (June 2011).

Statement of positive and proactive action in dealing with the application

In dealing with this application, the Mayor of London, as the local planning authority, has engaged with the applicant to identify minor amendments necessary to ensure that the proposed development would be acceptable. These amendments were duly submitted by the applicant, and having considered the application against all relevant national, regional and local planning policy, the Mayor has decided to grant planning permission in accordance with the recommendation within GLA Representation Hearing report D&P/0051c/03.

The Mayor has, therefore, worked in a positive and proactive manner in relation to dealing with this planning application in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 and paragraphs 186 and 187 of the National Planning Policy Framework. The proposal is considered to be a sustainable form of development and so complies with the provisions of the National Planning Policy Framework.

Signed

A handwritten signature in black ink, appearing to read 'S. G. Murray', with a stylized flourish at the end.

Stewart Murray

Assistant Director – Planning