

GREATER LONDON AUTHORITY
Development, Enterprise and Environment

**Tom Horne
Associate
DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ**

**GLA ref: D&P/2656b/JK/05
Application ref: PA/14/03548
Date: 3 May 2016**

Dear Mr Horne

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008

Land at Blossom Street, Spitalfields

GLA reference: D&P/2656b

Tower Hamlets Council Planning application references: PA/14/03548 & PA/14/03618

Applicant: British Land Plc

GRANT OF FULL 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 applications (which expression shall include the drawings and other documents submitted therewith):

Application for planning permission (Local Authority reference PA/14/03548).

Redevelopment of the former Nicholls and Clarke urban block and adjoining former depot site, Loom Court, and land and buildings north of Fleur de Lis Passage and Fleur de Lis Street, including retention and refurbishment of buildings, for commercially led mixed-use purposes comprising buildings of between 4 and 14 storeys (65.7metres AOD) to provide B1 (office), A1 (retail, A3 (restaurants and cafes) and 40 residential units; together with new public open spaces and landscaping, new pedestrian accesses, works to the public highway and public realm, the provision of off-street parking and ancillary and enabling works, plant and equipment.

At: Land bounded by Elder Street, Folgate Street, Blossom Street, Norton Folgate, Shoreditch High Street and Commercial Street, E1

Subject to the following conditions and reasons for conditions:

- 1. Development in accordance with approved plans**

Unless otherwise agreed in writing with the relevant planning authority, the development hereby permitted shall only be carried out in accordance with the submitted plans and documents set out below, and any subsequent details to be approved.

Existing plans

12055_P_(00)_001 Rev P00; 12055_P_(00)_002 Rev P00; 12055_P_(00)_003 Rev P00;
12055_P_(00)_019 Rev P01; 12055_P_(00)_020 Rev P01; 12055_P_(00)_021 Rev P01;
12055_P_(00)_022 Rev P01; 12055_P_(00)_023 Rev P01 12055_P_(00)_024 Rev P01;
12055_P_(00)_200 Rev P00; 12055_P_(00)_201 Rev P01; 12055_P_(00)_202 Rev P01;
12055_P_(00)_203 Rev P00

Demolition plans

12055_P_(12)_019 Rev P01; 12055_P_(12)_020 Rev P01; 12055_P_(12)_021 Rev P01;
12055_P_(12)_022 Rev P01; 12055_P_(12)_023 Rev P01; 12055_P_(12)_024 Rev P01

Proposed building plans

12055_P_(00)_004 Rev P02; 12055_P_(00)_119 Rev P02; 12055_P_(00)_120 Rev P03;
12055_P_(00)_121 Rev P03; 12055_P_(00)_122 Rev P02; 12055_P_(00)_123 Rev P02;
12055_P_(00)_124 Rev P02; 12055_P_(00)_125 Rev P02; 12055_P_(00)_126 Rev P02;
12055_P_(00)_127 Rev P02; 12055_P_(00)_128 Rev P02; 12055_P_(00)_129 Rev P02;
12055_P_(00)_130 Rev P02; 12055_P_(00)_131 Rev P02; 12055_P_(00)_132 Rev P02;
12055_P_(00)_133 Rev P02; 12055_P_(00)_134 Rev P01; 12055_P_(00)_151 Rev P00;
12055_P_(00)_152 Rev P00; 12055_P_(00)_153 Rev P00; 12055_P_(00)_154 Rev P00;

12055_P_(00)_220 Rev P01; 12055_P_(00)_221 Rev P02; 12055_P_(00)_222 Rev P02;
12055_P_(00)_223 Rev P02; 12055_P_(00)_320 Rev P00; 12055_P_(00)_321 Rev P02;
12055_P_(00)_322 Rev P01; 12055_P_(00)_323 Rev P00; 12055_P_(00)_401 Rev P00;
12055_P_(00)_402 Rev P00; 12055_P_(00)_403 Rev P00; 12055_P_(00)_404 Rev P01;
12055_P_(00)_405 Rev P00; 12055_P_(00)_406 Rev P01; 12055_P_(00)_407 Rev P00;
12055_P_(00)_408 Rev P00; 12055_A_(00)_409 Rev P00; 12055_A_(00)_410 Rev P00;
12055_A_(00)_411 Rev P00; 12055_A_(00)_412 Rev P00; 12055_A_(00)_413 Rev P00;
12055_A_(00)_414 Rev P00; 12055_A_(00)_415 Rev P00; 12055_A_(00)_416 Rev P00;
12055_A_(00)_417 Rev P00; 12055_A_(00)_418 Rev P01

Submitted documents

Design and Access Statement; Addendum Design and Access Statement (March 2015); Planning Statement; Addendum Environmental Statement I (March 2015); Addendum Environmental Statement II (March 2015); Environmental Statement Volume 1 (URS); Environmental Statement Volume 2 (Miller Hare and Peter Stewart Consultancy); Environmental Statement Volume 3: Appendices (URS); Environmental Statement Volume 4: Non-technical Summary (URS); Heritage Appraisal Volumes I and II (KM Heritage); Heritage Appraisal Addendum; Archaeology Assessment (MOLA); Regeneration Statement (Quod); Energy Statement (ARUP); Sustainability Statement (Atelier 10); Transport Assessment, Travel Plan, Delivery and Servicing Management Plan and Waste Management Strategy (ARUP) (Amended by letter dated 31/03/2015); Statement of Community Involvement (Hard Hat); Blossom Street Retention and Re-use Strategy

Revised application forms; revised CIL additional information form; addendum planning drawings; addendum Design and Access Statement; addendum planning statement; replacement Environmental Statements (volumes I, II, II); replace environmental statement non-technical summary; addendum heritage appraisal; addendum regeneration statement; energy statement update; addendum sustainability statement; addendum public realm masterplan' Blossom Street warehouses structural method statement

Reason: For the avoidance of doubt, and to ensure that the development is carried out in full accordance with approved plans in the interests of proper planning.

2. Commencement within three years

The development hereby permitted must be begun not later than the expiration of three years from the date of this permission.

Reason: To ensure planning permissions are implemented within a reasonable time period in accordance with Section 91 of the Town and Country Planning Act 1990 (as amended).

3. Phasing of the development

Prior to commencement of development a Phasing Plan shall be submitted to and approved in writing by the Local Planning Authority. The phasing of the development shall be carried out in accordance with the approved Phasing Plan unless a further plan is subsequently submitted and approved by the Local Planning Authority.

Reason: A phasing plan shall be submitted prior to commencement to comply with Section 70(1)(a) of the Town and Country Act 1990 as amended, the Reason for Grant and also for the avoidance of doubt and in the interests of proper planning.

4. Demolition works

Demolition works for any given Phase must not commence until the Local Planning Authority approve either:

- a) A Construction Contract with a contractor to complete the redevelopment of that Phase; or
- b) An alternative means of ensuring demolition and construction are completed for that Phase.

Reason: In the interest of securing sustainable development and to ensure that the character and appearance of the Elder Street Conservation Area is preserved in accordance with the NPPF; London Plan Policies 7.4, 7.6, 7.7, 7.8, 7.9, 7.11 and 7.12; Core Strategy policies SP02, SP03, SP09, SP10; and Managing Development Document (MDD, 2013) policies DM23, DM24, DM25, DM26 and DM27.

5. Details to be approved

Details and samples of all facing materials to all new build and refurbished buildings for a given Phase shall be submitted to and approved in writing by the Local Planning Authority prior to works thereby affected beginning on the relevant Phase. The samples and details shall include:

- a.) Details of treatment of internal face of retained facades, finished floor levels and associated external spot heights for the public routes, public spaces and all entrances to the building
- b.) All external facing materials including shop signage, balustrades and screening (schedule of samples to be provided as mock up on site to be submitted and agreed)
- c.) 1:20 details of all fenestration including extent of recess, openings and frames;
- d.) 1:20 details of typical bay studies to all new build elements within S1, S2 and S3 at scale

- e.) 1:20 details of all junctions between retained buildings and frontages and new build elements, to include the retained 1927 warehouse façade and new build element of S2 and the junctions between nos. 5 – 11a Folgate Street and the new build elements of S1a and S1b and details of the extent of the existing rear walls of Nos. 12 & 13 Blossom Street and the new build elements of S1
- f.) Samples of all varying tones of brickwork (including details of mortar courses)
- g.) Samples of other cladding materials (including the metal cladding to block S2 and the terracotta panels and fins to block S1c)
- h.) Submission of a detailed structural method statement for the retained Nos. 12 & 13 Blossom Street to include details on the extent of existing building fabric to be removed and re-used during the refurbishment of Nos. 12 & 13 Blossom Street.

No part of Nos. 12 and 13 Blossom Street shall be occupied until the interiors and external fabric, including all elements as detailed and agreed in the schedule of works for the retention and repair of Nos. 12 and 13 Blossom Street are reinstated and repaired, in accordance with the approved plans.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: In the interest of securing sustainable development and to ensure that the external appearance of the development as a whole and the retained and repaired internal fabric of Nos. 12 and 13 Blossom Street is satisfactory and contributes positively to the character and appearance of the Elder Street Conservation Area in accordance with the NPPF; London Plan Policies 7.4, 7.6, 7.7, 7.8, 7.9, 7.11 and 7.12; Core Strategy policies SP02, SP03, SP09, SP10; and Managing Development Document (MDD, 2013) policies DM23, DM24, DM25, DM26 and DM27.

6. Control of uses (retail)

The ground floor retail and restaurant units hereby approved shall be laid out and divided as shown on drawing 12055_120 Rev. P03 and shall not be amalgamated.

Reason: The consideration of the acceptability of the commercial uses was based on the proposed size of units as shown on the approved plans. The amalgamation of retail units is likely to have operational, transportation, security and amenity implications, which would need to be tested under a separate planning application. The prevention of amalgamation of units is in order to comply with policy 6.3 of the London Plan; Core Strategy (2010) policies SP09 and SP10; and MDD (2013) policies and local policies DM20, DM21, DM22 and DM23.

7. Details to be approved (landscaping and public realm)

A landscaping and public realm scheme together with a landscape management plan for the relevant Phase including areas referred to as 'Blossom Place', 'Nicholls & Clarke Yard' and 'Elder Passage' as shown on drawing 12055_SK_0011_RevD shall be submitted to and approved in writing by the Local Planning Authority, prior to works thereby affected beginning on the relevant Phase.

The detailed plan shall include (where relevant) the following details:

- a.) The overall layout, including extent and type of hard and soft landscaping;

- b.) The location, species and sizes of proposed trees;
- c.) Details of soft plantings, including any grassed/turfed areas, shrubs and herbaceous areas;
- d.) Enclosures including type, dimensions and treatments of any walls, fences, screen walls, barriers, railings and hedges;
- e.) Hard landscaping, including ground surface materials, kerbs, edges, ridge and flexible pavements, unit paving, steps and if applicable, any synthetic surfaces;
- f.) Street furniture, including type, materials and manufacturer's spec if appropriate;
- g.) Details of children's play space equipment and structures, including key dimensions, materials and manufacturer's spec if appropriate;
- h.) Any other landscaping features forming part of the scheme
- i.) Details of boundary treatment between the 'Blossom Yard' and the 'Water Poet' public house terrace and the boundary treatment between Network Rail Land and 'Nicholls & Clarke Yard', including plans, cross sections and details of materials
- j.) A management plan to include a maintenance schedule for all landscaped areas;
- k.) Details of proposed gating systems for Blossom Yard, including precise location of type of gating system and materials,
- l.) A statement setting out how the landscape and public realm strategy provides for disabled access, ensuring equality of access for all, including children, seniors, wheelchairs users and people with visual impairment or limited mobility
- m.) A wayfinding and signage strategy.

All landscaping in accordance with the approved scheme shall be completed/planted during the first planting season following practical completion of each phase of development. The landscaping and tree planting shall have a two year maintenance/watering provision following planting and any trees or shrubs which die within five years of completion of the development shall be replaced with the same species of an approved alternative, to the satisfaction of the Local Planning Authority.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason: In the interest of biodiversity, sustainability, and to ensure that the landscaping is of high design quality and provides satisfactory standards of visual amenity in accordance with London Plan policies 7.3, 7.4, 7.5; Core Strategy policies SP09, SP10; and Managing Development Document (MDD, 2013) policies DM10, DM11, DM23 and DM24.

8. Details to be approved (lighting)

Notwithstanding the plans hereby approved, details of:

- CCTV
- General lighting
- Security lighting

on or around the buildings or within yards and passageways within a given Phase shall be submitted to and approved in writing by the Local Planning Authority and installed prior to the first occupation of that Phase of development. The details shall include the location and full specification of all lamps; light levels/spill; illumination; cameras

(including view paths); and support structures. The details will also include an assessment of the impact of any such lighting on the surrounding residential environment.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason: To ensure that any resulting general or security lighting and CCTV are appropriately located, designed to not adversely impact on neighbouring residential amenity, and are appropriate to the overall design of the development in accordance with policy 7.3 of the London Plan; Core Strategy SP10; and MDD (2013) policies DM23 and DM25.

9. Details to be approved (architectural and historic analysis)

For the relevant Phase, no works shall take place until the applicant has secured the implementation of a programme of recording and historic analysis, which considers building structure of existing buildings, architectural details and archaeological evidence. This shall be undertaken in accordance with a written scheme of investigation to be submitted to and approved by the Local Planning authority (in consultation with Historic England) for the relevant Phase.

Reason: The development site lies within an area designated as the Scheduled Ancient Monument, being part of the precinct of the Priory of St Mary Spital and important archaeological and/or structural remains may exist on the site. Accordingly the planning authority and Historic England wishes to secure the provision of historic building recording prior to development in accordance with the guidance set out in the NPPF; London Plan policy 7.8; Core Strategy (2010) SP10 and DM27 of the MDD (2013).

10. Transport (parking)

As outlined on drawing no. 12055_119_Rev P02 and drawing no. 12055_120_RevP00 the following parking shall be provided:

- 1 service bay (on Shoreditch High Street)
- 1 relocated service bay (on Blossom Street)
- 2 Blue Badge car parking spaces (on Shoreditch High Street)
- 5 standard residential car parking spaces
- 2 Blue Badge residential car parking spaces
- 446 long term (commercial use) cycle spaces
- 80 long term (residential use) cycle spaces
- 54 short-term (commercial use visitor) cycle spaces
- 2 short-term (residential use visitor) cycle spaces

The cycle spaces shall be provided prior to occupation of the buildings which they relate to and shall be maintained as such thereafter.

Reason: To ensure adequate cycle parking and vehicular parking for servicing and deliveries are available and easily accessible and to promote sustainable modes of transport in accordance with London Plan policy 6.3; Core Strategy (2010) SP09; and MDD (2013) policies DM20, DM21 and DM22.

11. Transport (cycle parking)

Prior to superstructure works commencing on a given Phase, full particulars and details of the layout of the cycle parking areas including cycle stand type and specification for

that Phase shall be submitted to and approved in writing by the Local Planning Authority.

The development shall not be carried out other than in accordance with the details thus approved and the cycle parking must be provided in perpetuity.

Reason: To ensure that cycle parking meets the needs of all occupants of the development in accordance with London Plan policy 6.9; Core Strategy (2010) SP08; and MDD (2013) DM22.

12. Control of piling (temporary and permanent)

For the relevant Phase,

- i) no work shall take place within that Phase until temporary piling works associated with enabling works and demolition (such as those associated with archaeology) has been submitted to and approved in writing by the Local Planning Authority (in consultation with London Underground).
- ii) no construction work shall take place on that Phase until a detailed design and method statement for all foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent) has been submitted to and approved in writing by the Local Planning Authority (in consultation with London Underground).

Details of boundary treatment along the northern edge of the site and adjacent to Network Rail owned land, to include details of landscaping and a 1.8 metre trespass fence with lighting designed not to detract from railway signalling if required in consultation with Network Rail.

Reason: To ensure that the development does not have any adverse impacts on the existing London Underground infrastructure, in accordance with London Plan policies 6.1, 6.2 and 6.3.

13. Hours of works

Building, engineering or other operations such as demolition, works preparatory to or ancillary to the construction shall take place between the hours of 8:00am and 6:00pm Mondays to Fridays and between the hours of 8:00am and 1:00pm Saturdays only. Any hammer drive piling or impact breaking out of materials carried out in pursuance of this permission shall be carried out between the hours of 10am to 4pm Mondays to Fridays and shall not take place at any time on Saturdays, Sundays or Public Holidays.

Reason: To safeguard the amenity of neighbouring residents and the area in general, in accordance with London Plan policy 7.5; Core Strategy (2010) policy SP03; and MDD (2013) policy DM25.

14. Energy efficiency (carbon dioxide reduction)

For the relevant Phase, no superstructure works shall take place until details of all energy efficiency and sustainability measures for that Phase have been submitted to and approved in writing by the Local Planning Authority. The measures shall ensure that the Development achieves regulated carbon dioxide emission savings in line with Part L of Building Regulations (2013). All of the energy efficiency and sustainability measures shall be completed in accordance with approved details prior to occupation of the relevant phase of the Development and thereafter retained for the lifetime of the Development.

Reason: To ensure a reduction of carbon dioxide emissions and the highest levels of sustainable design and construction in accordance with London Plan policies 5.2 and 5.3; Core Strategy (2010) policy SP11; and MDD (2013) policy DM29.

15. Approval of details (plant and ventilation systems)

For the relevant Phase, details of all plant and ventilation systems, including flues and extraction systems, shall be submitted to and approved in writing by the Local Planning Authority prior to works thereby affected on that Phase. The filter systems of the approved flue/extraction units shall be regularly maintained and cleaned; any filters and parts requiring cleaning or replacement shall be designed and located to be easily accessible.

The flue/extraction systems shall be installed/carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason: In the interest of protecting future residential amenity and in the interest of the visual appearance of the building and the Elder Street Conservation Area in accordance with London Plan policies 7.4, 7.5, 7.6, 7.7, 7.8 and 7.15; Core Strategy (2010) policy SP10; and MDD (2013) policy DM24.

16. Approval of details (noise and vibration)

A noise and vibration assessment shall be submitted to and approved in writing by the local planning authority to demonstrate that the plant and associated equipment shall be designed in accordance with BS4142 to achieve a level of 10db below the lowest level measured background noise, as measured one metre from the nearest affected openable window of the nearest habitable room at the date of this permission being granted.

Reason: To ensure that the operation of fixed plant does not impact on residential amenity in accordance with London Plan policy 7.5; Core Strategy (2010) policy SP03; and MDD (2013) policy DM25.

17. Demolition management plan / construction management plan / construction logistics plan (CLP)

For the relevant Phase:

- a.) A demolition management plan for the relevant Phase shall be submitted to and approved in writing by the local planning authority in consultation with TfL prior to works commencing. The development shall not be carried out otherwise than in accordance with the details approved.
- b.) A construction management plan for the relevant Phase has been submitted to and approved in writing by the local planning authority in consultation with TfL prior to commencement of the superstructure.
- c.) A construction logistics plan (CLP) for the relevant Phase has been submitted and approved in writing by the Local Planning Authority in consultation with TfL prior to commencement of the superstructure.

The plans shall include specific details relating to the construction, logistics and management of all works associated with the proposed development and aim to minimise road vehicle movements, traffic congestion, pollution and adverse amenity and heritage impacts. The plans should include:

- a.) Details of the site manager, including contact details (phone, email, postal address) and the location of a large notice board on the site that clearly identifies these details and a 'Considerate Constructors' contact telephone number;
- b.) The parking of vehicles of site operatives and visitors;
- c.) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing;
- d.) Wheel washing facilities;
- e.) A scheme for recycling/disposing of waste resulting from demolition and construction works;
- f.) Any means, such as a restriction on the size of construction vehicles and machinery accessing the site, required to ensure that no damage occurs to adjacent highways through the construction period;
- g.) Any means of protection of services such as pipes and water mains within adjacent highways;
- h.) Measures to maintain the site in a tidy condition in terms of disposal/storage of rubbish, storage, loading and unloading of building plants and materials and similar demolition/construction activities;
- i.) Measures to ensure that pedestrian access past the site on the public footpaths is safe and not obstructed during construction works;
- j.) Location of workers' conveniences (e.g. portaloos);
- k.) Ingress and egress to and from the site for construction vehicles;
- l.) Proposed numbers and timings of truck movements throughout the day and the proposed routes;
- m.) Procedures for controlling sediment runoff, dust and the removal of soil, debris and demolition and construction materials from public roads or places;
- n.) Details of the mitigation for dust and emissions as well as methodology for monitoring during construction;
- o.) Measures to minimise disruption to neighbouring and adjoining residential and commercial occupiers;
- p.) Measures to safeguard the structural integrity of the adjoining heritage assets.

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

Reason: To safeguard the amenity of adjacent residents and the area generally in accordance with policy SP10 of the Core Strategy (2010) and policy DM25 of the Managing Development Document (2013). To ensure efficient and sustainable operation of the borough's highway system and to safeguard pedestrian and highway safety in accordance with policies SP08 and SP09 of the Core Strategy (2010) and policies DM20 and DM21 of the Managing Development Document (2013). To prevent or reduce air pollution during demolition and construction in accordance with policy SP03 of the Core Strategy (2010) and policy DM9 of the Managing Development Document (2013). To safeguard the borough's built heritage in accordance with policy SP10 of the Core Strategy (2010) and policy DM27 of the Managing Development Document (2013).

18. Delivery and servicing plan (DSP)

For the relevant Phase, a delivery and servicing plan (DSP) detailing servicing arrangements including access, locations, times and frequency shall be submitted to and approved in writing by the Local Planning Authority (in consultation with TfL) prior to the first occupation of the relevant Phase.

The development shall be operated strictly in accordance with the details so approved, and shall be maintained as such thereafter and no change therefrom shall take place without the prior written consent of the Local Planning Authority.

Reason: To ensure that the resulting servicing arrangements are satisfactory in terms of their impact on the free-flow of traffic, highways safety implications and residential amenity to the future occupiers are safeguarded in accordance with London Plan policies 6.1, 6.2, 6.3, 6.11 and 6.12; Core Strategy (2010) policies SP08 and SP09; and MDD (2013) policies DM20 and DM21.

19. Sustainable design and construction

Within six months of practical completion of any Phase of development, the applicant shall submit the final BREEAM certificates to demonstrate the buildings within the Phase achieve an 'Excellent' rating for all proposed new build offices over 500 sq.m and a minimum of 'Very Good' rating for retail and refurbished office spaces. This shall be verified by the awarding body.

Reason: To ensure the highest levels of sustainable design and construction in accordance with London Plan policy 5.2; Core Strategy (2010) policy SP11; and MDD (2013) policy DM29.

20. Energy strategy and future connection

The proposed energy strategy incorporates air source heat pumps to supply hot water and space heating across the development. Heat pumps should be installed and sized to meet space heating, hot water and cooling requirements. They shall be operational prior to the occupation of each Phase of the development and shall thereafter serve all spaces within the approved development.

Details and the location of capped pipework to the western boundary of the site to enable future connection to a district heating/cooling system shall be provided prior to occupation of the relevant Phase of development.

Reason: To ensure a reduction in carbon dioxide emissions in accordance with London Plan policies 5.2, 5.6 and 5.7; Core Strategy (2010) policy SP11; and MDD (2013) policy DM29, which seek to mitigate climate change and minimise carbon dioxide emissions.

21. Photovoltaics

A minimum of 150 sq.m. of photovoltaic panels (PV) shall be installed and shall be supplied within the development hereby permitted. The renewable energy technologies shall be implemented in accordance with the proposals made in the 'Energy Statement Update' (November 2015) and retained for as long as the development shall exist except to the extent approved in writing by the Local Planning Authority.

Reason: To ensure a reduction in carbon dioxide emissions in accordance with London Plan policy 5.7; Core Strategy (2010) policy SP1; and MDD (2013) policy DM29.

22. Contaminated land precautions

For the relevant Phase, no development or demolition within that Phase shall take place until the following assessment in compliance with the NPPF (2012) shall be submitted to and approved in writing by the Local Planning Authority:

- a.) A land contamination investigation.

Following the agreement to details relating to point a); details of the following works shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on the relevant Phase:

- b.) Any necessary remedial land contamination works arising from the land contamination investigation.

The development shall be carried out strictly in accordance with the investigation and any scheme of remedial works so approved and no change thereafter shall take place without the prior written consent of the Local Planning Authority.

Reason: The site may be contaminated due to the previous industrial uses, therefore this condition is required to ensure the site is properly treated and made safe before development in order to safeguard the health and safety of future occupants in accordance with the NPPF; London Plan policy 5.21; and MDD (2013) policy DM30.

23. Hours of operation (retail units)

The A3 units hereby approved shall not operate except between the hours of: 07:00 to 23:00 Mondays to Saturdays; and 07:00 to 22:00 Sundays and Bank holidays.

Reason: To ensure that the proposed development does not have an adverse impact on neighbouring residential amenity in accordance with MDD (2013) policy DM25.

24. Sustainable urban drainage

For the relevant Phase, no superstructure works shall be carried out until a Sustainable Urban Drainage Strategy has been submitted to and approved in writing by the Local Planning Authority for that Phase.

The strategy shall include:

- a.) Measures to minimise the risk of sewage backflow in the event that the sewerage network surcharges to ground level during storm conditions;
- b.) Measures to ensure that storm flows are attenuated or regulated prior to discharge;
- c.) Measures to ensure that site drainage is separate and combined at the final manhole, nearest to the site boundary.

The development shall be carried out in accordance with the approved details. All of the provisions of the Strategy shall be completed prior to the full occupation of each phase of development and retained thereafter in perpetuity.

Reason: To prevent the risk of flooding and to ensure sustainable drainage in accordance with policy SP04 of the Core Strategy (2010) and MDD (2013) policy DM13.

25. Control of impact piling

For the relevant Phase, no impact piling shall take place until a piling method statement (detailing the 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 water sewerage infrastructure, and the programme for the works)

for that Phase has been submitted to and approved in writing by the Local Planning Authority (in consultation with Thames Water).

The development shall be carried out strictly in accordance with terms of the approved piling method statement.

Reason: To ensure that any piling does not have any adverse impacts on the underground water and sewerage utility infrastructure considering the proposed works proximity to these underground services in accordance with London Plan policies 5.14 and 5.15; and Core Strategy (2010) policy SP04.

26. Control of car lift

The car lift serving the residential development shall be designed so the default position is at street level unless otherwise called to basement level.

Reason: To ensure the development does not detrimentally affect the free flow of traffic along Fleur de Lis Street in accordance with policy DM20 of the Managing Development Document 2013

27. Accessible and adaptable dwellings

Notwithstanding the securing of 10 per cent of approved units as being wheelchair accessible, as secured in the Section 106 agreement, all wheelchair accessible units shall be delivered in accordance with Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and Building Regulation requirement M4 (3) 'wheelchair user dwellings'; and in accordance with the approved plans.

Reason: To ensure satisfactory inclusive design of all residential units is delivered including for people with disabilities, in accordance with London Plan policy 3.8 and in accordance with policy SP02(6c) of the Council's adopted Core Strategy (2010).

Informatives

1. It should be noted that there is a separate legal agreement which relates to the development for which this permission is granted.
2. To be read in conjunction with the listed building consent.
3. The proposal may be subject to control under the Building Regulations and/or the London Building Acts which cover aspects including fire and emergency escape, access and facilities for people with disabilities and sound insulation between dwellings. The applicant is advised to consult the Council's building control service in this regard.
4. The development of this site may damage heritage assets of archaeological interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate Historic England guidelines.
5. Thames Water recommends that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.
6. The London Fire and Emergency Planning Authority recommend that sprinkler systems are installed in order to reduce the risk of loss of life and damage caused in the event of a fire.
7. In order to comply with the Environmental Statement the maximum number of vehicles (including HGV's and cars) during the construction period should be 80.

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/2656b/03.

The Mayor has, therefore, worked in a positive and proactive manner in relation to dealing with this planning application and application for listed building consent 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



Stewart Murray
Assistant Director – Planning

Notes:

This is a planning permission only. It does not convey any approval or consent that may be required under Building Regulations or any other enactment.

The Mayor has noted that Tower Hamlets Council will be responsible for the decision on all subsequent approval of details pursuant to conditions set out in this decision notice.

