

Draft Conditions and Informatives for Thameside West

Planning application no. 18/03557/OUT

GLA reference – GLA/4039c/03

Conditions

1	Approved Drawings and Documents	<p>The Detailed and Outline Components of the development shall only be constructed in accordance with the following drawings and documents:</p> <p>Existing: OS Site Location Plan A-LO-011-XX-01 Rev 00 Site Levels A-EXSL-001-00-01 Rev 00 Site Sections 30.11.2018 REV F Site Plan and Roof Heights A-EXSL-011-XX-01 Rev 00</p> <p>Outline Application: Proposed Demolition Plan A-DEM-001-XX-01 Rev 00 Phasing Plan A-SL-011-xx-13 Rev 05 Parameter Plan 01: Extent of Outline and Full/Detailed Areas A-SL-011-XX-01 Rev 00 Parameter Plan 02: Development Zones A-SL-011-XX-01 Rev 02 Parameter Plan 03: Horizontal Deviation Limit A-SL-011-XX-03 Rev 03 Parameter Plan 04: Maximum Height Limit A-SL-011-XX-04 Rev 04 Parameter Plan 05: Access and Circulation Plan A-SL-011-XX-05 Rev 04 Parameter Plan 05a: Vehicular Access A-SL-011-XX-05A Rev 03 Parameter Plan 05b: Pedestrian and Cycle Access A-SL-011-XX-05B Rev 02 Parameter Plan 06: Landscape Treatment Plan A-SL-011-XX-06 Rev 03 Parameter Plan 07: Proposed Site Levels A-SL-011-XX-07 Rev 02 Parameter Plan 08: Proposed Site Lower Ground Levels & Horizontal Deviation Limit A-SL-011-XX-08 Rev 04 Parameter Plan 09: Principle Uses at Entry Level A-SL-011-XX-09 Rev 04 Parameter Plan 10: Principle Uses at First Floor Level A-SL-011-XX-10 Rev 03 Parameter Plan 11: Principle Uses at Typical Upper Floor Level A-SL-011-XX-11 Rev 02</p> <p>Detail – Phase 1: Site Location Plan 2018-JMP-P1-XX-DRA- 0001 Rev P04 Phase 1 Site Plan 2018-JMP-P1-XX-DRA-0010 Rev P04 Proposed Ground Floor Plan (temporary condition) 2018-JMP-P1-GF-DR-A-3000 Rev P06 Proposed Ground Floor Plan (emerging masterplan context) 2018-JMP-P1-GFDR-A-3010 Rev P06 Proposed Mezzanine Floor Plan 2018-JMP-P1-M1-DR-A-3110 Rev P06 Proposed First Floor Plan 2018-JMP-P1-01-DR-A-3210 Rev P06 Proposed 2nd to 11th Floor Plan 2018-JMP-P1-02-DR-A-3300 Rev P02 Proposed 12th and 13th Floor Plan 2018-JMP-P1-14-DR-A-3400 Rev P01 Proposed 14th Floor Plan 2018-JMP-P1-14-DR-A-3500 Rev P03 Proposed 15th Floor Plan 2018-JMP-P1-14-DR-A-3510 Rev P1 Proposed 16th and 17th Floor Plan 2018-JMP-P1-16-DR-A-3600 Rev P03 Proposed 18th Floor Plan 2018-JMP-P1-18-DR-A-3700 Rev P03 Proposed 19th Floor Plan 2018-JMP-P1-19-DR-A-3800 Rev P03 Proposed Roof Plan 2018-JMP-P1-RFDR-A-3900 Rev P03 Southwest Elevation 2018-JMP-P1-SWDR-A-4000 Rev P05 Northeast Elevation 2018-JMP-P1-NEDR-A-4200 Rev P05 Northwest Elevation 2018-JMP-P1-NWDR-A-4300 Rev P05 Southeast Elevation 2018-JMP-P1-SEDR-A-4400 Rev P05 Building A Northwest Elevation 2018-JMP-1A-NW-DR-A-4500 Rev P05 Building B Southeast Elevation 2018-JMP-1B-SE-DR-A4600 Rev P05</p>
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Building A Cross Section AA 2018-JMP-1A-AA-DR-A-5000 Rev P03
Building B Cross Section BB 2018-JMP-1B-BB-DR-A-5100 Rev P03
Buildings A and B Long Section CC 2018-JMP-P1-CC-DR-A-5200 P03
Building B Bay 01 Entrance 2018-JMP-1B-NW-DR-A-6000 Rev P04
Building B Bay 02 2018-JMP-1B-SWDR-A-6100 Rev P04
Building B Bay 03 2018-JMP-1B-SWDR-A-6200 Rev P04
Building B Bay 05 2018-JMP-1B-SWDR-A-6400 Rev -
Building B Bay 06 2018-JMP-1B-SWDR-A-6500 Rev -

Landscape drawings (Detail – Phase 1):
522-PT-MP-TYP-DR-L-PL-1011_Rev PL1
522-PT-MP-TYP-DR-L-PL-1013_Rev PL1
522-PT-MP-TYP-DR-L-PL-1001_Rev PL1
522-PT-MP-TYP-DR-L-PL-1002_Rev PL1
522-PT-MP-TYP-DR-L-PL-1991_Rev PL1

Masterplan Landscape Drawings (for Information):

522-PT-MP-TYP-DR-L-PL-1001_Rev P21
522-PT-MP-TYP-DR-L-PL-1002_Rev P08
522-PT-MP-TYP-DR-L-PL-1005_Rev P09
522-PT-MP-TYP-DR-L-PL-1009_Rev P10
522-PT-MP-TYP-DR-L-PL-1010_Rev P06
522-PT-MP-TYP-DR-L-PL-1011_Rev P08
522-PT-MP-TYP-DR-L-PL-1019_Rev P10
522-PT-MP-TYP-DR-L-PL-1021_Rev P06
522-PT-MP-TYP-DR-L-PL-1027_Rev P07
522-PT-MP-TYP-DR-L-PL-1028_Rev P07
522-PT-MP-TYP-DR-L-PL-1038_Rev P02
522-PT-MP-TYP-DR-L-PL-1039_Rev P02
Landscape GF/Mezzanine – Long Term 522-PT-MP-TYP-DR-L-PL-1013 Rev P09
Landscape GF – Short Term 522-PTMP-TYP-DR-L-PL-1014 Rev P10
Landscape 1st Floor – Podium level 522-PT-MP-TYP-DR-L-PL-1016 Rev P09
Landscape Roof Level 522-PT-MP-TYP-DR-L-PL-1017 Rev P07
Play Allocation 22-PT-MP-TYP-DR-L-PL-1031 Rev P08
Landscape Urban Greening Factor – 522-PT-MP-TYP-DR-L-PL-1006 Rev P16
Landscape SINC Areas - 522-PT-MPTYP-DR-L-PL-1007 Rev P10
Landscape - 522-PT-MP-TYP-DR-L-PL-1008 Rev P10
Landscape Riverwall Strategy - 522-PTMP-TYP-DR-L-PL-1025 Rev P08
Landscape Hardscape Strategy - 522-PT-MP-TYP-DR-L-PL-1018 Rev P07
Landscape Softspace Strategy - 522-PT-MP-TYP-DR-L-PL-1020 Rev P12
Landscape - 522-PT-MP-TYP-DR-L-PL-1030 Rev P10

River Wall drawings:
Proposed Site Plan CW5210 Rev 01
Sections CW5211 to CW5223 Rev 00

Schedule of Accommodation (May 2020)
Updated Schedule of Accommodation (June 2020)
Design and Access Statement (Volume 1: Outline) (May 2020)
Design and Access Statement (Volume 2: Phase 1) (December 2018)
Design and Access Statement (Volume 2: Phase 1) Addendum (June 2019)
Design and Access Statement (Volume 2: Phase 1) Addendum (May 2020)
Design and Access Statement (Volume 3: Design Codes) (May 2020)
Fosters + Partners Planning Revision Tracker (May 2020)
Planning Statement (December 2018)
Addendum Planning, Density Management & Employment Re-Provision Statement (May 2020) (as further amended via Covering letters dated 28th June and 20th July 2020)
Statement of Community Involvement

		<p>Statement of Community Involvement Update Letter (May 2019)</p> <p>Social Values Report (May 2020)</p> <p>Environmental Statement (Volume 1: Main Report) (December 2018)</p> <p>Environmental Statement Addendum (Volume 1: Main Report) (May 2020)</p> <p>Environmental Statement (Volume 2: Part 1) (December 2018)</p> <p>Environmental Statement Addendum (Volume 2: Part 1) (May 2020)</p> <p>Environmental Statement (Volume 2: Part 2) (December 2018)</p> <p>Environmental Statement Addendum (Volume 2: Part 2) (May 2020)</p> <p>Environmental Statement (Volume 3: Technical Appendices) (December 2018)</p> <p>Environmental Statement Addendum (Volume 3: Technical Appendices) (May 2020)</p> <p>Environmental Statement Non-Technical Summary (NTS) (December 2018)</p> <p>Environmental Statement Addendum Non-Technical Summary (NTS) (May 2020)</p> <p>Environmental Statement Letter of Conformity (June 2020)</p> <p>Tall Building Justification Statement (December 2018)</p> <p>Tall Building Justification Statement (May 2019)</p> <p>Independent Tall Buildings Statement (December 2018)</p> <p>Independent Tall Buildings Statement Letter of conformity (May 2020)</p> <p>Energy and Sustainability Statement (including BREEAM and Overheating Analysis) (December 2018)</p> <p>Energy and Sustainability Statement Addendum (May 2020)</p> <p>Light Within Report (December 2018)</p> <p>Light Within Report Letter of conformity (May 2020)</p> <p>Access Statement (May 2020)</p> <p>Population Modelling Report (December 2018)</p> <p>Population Modelling Report Letter of conformity (May 2020)</p> <p>Employment Floorspace Re-provision Statement (December 2018)</p> <p>Economic Development Statement (December 2018)</p> <p>Economic Development Statement Letter of conformity (May 2020)</p> <p>Community Facilities Statement (December 2018)</p> <p>Community Facilities Statement Letter of conformity (May 2020)</p> <p>River Wall Structural Survey (December 2018)</p> <p>River Wall Structural Survey Letter of conformity (May 2020)</p> <p>Safeguarded Wharf Report (December 2018)</p> <p>Safeguarded Wharf Report Letter of conformity (May 2020)</p> <p>Aviation Safeguarding Assessment (May 2020)</p> <p>Aviation Safeguarding Assessment – Elevated Wildlife Hazard Risk Assessment (December 2018)</p> <p>Aviation Safeguarding Assessment – Elevated Wildlife Hazard Risk Assessment Letter of conformity (May 2020)</p> <p>Demolition Method Statement (December 2018)</p> <p>Demolition Method Statement Letter of conformity (May 2020)</p> <p>Piling Impact Assessment (December 2018)</p> <p>Piling Impact Assessment Letter of conformity (May 2020)</p> <p>Code of Construction Practice (December 2018)</p> <p>Code of Construction Practice Letter of conformity (May 2020)</p> <p>Transport Assessment (December 2018)</p> <p>Transport Assessment Addendum (June 2019)</p> <p>Transport Assessment Addendum (May 2020)</p> <p>Construction Logistics Plan (December 2018)</p> <p>Construction Logistics Plan Addendum (May 2019)</p> <p>Construction Logistics Plan Letter of conformity (May 2020)</p> <p>Site Wide Delivery and Servicing Management Plan (December 2018)</p> <p>Site Wide Delivery and Servicing Management Plan Addendum (May 2020)</p> <p>Arboricultural Survey and Impact Assessment (May 2019)</p> <p>Arboricultural Survey and Impact Assessment Letter of conformity (May 2020)</p> <p>Below Ground Drainage Strategy Phase 1 (May 2019)</p> <p>Below Ground Drainage Strategy Letter of conformity (May 2020)</p> <p>Masterplan and Phase 1 Outline Fire Strategy (December 2018)</p>
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2	Time Limit - Full	<p>The Detailed component (full) of the development must be begun not later than the expiration of THREE YEARS from the date of this permission.</p> <p>Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).</p>
3	Reserved Matters	<p>Approval of the details of the Scale, Appearance, Layout, Access and Landscaping of each phase of the Outline part of the development (herein after called the reserved matters) shall be obtained from the local planning authority and each phase shall not commence until all such reserved matters have been approved for that relevant phase.</p> <p>Reason: To ensure adequate control over the form of the development given that this is a hybrid application. This condition is required to be pre-commencement to comply with Section 92 of the Town and Country Planning Act 1990 and ensure that the local planning authority has the opportunity to consider the details reserved for later approval.</p>
4	RM time limits for submission of details	<p>The first reserved matters application for the Outline component of the development must be submitted and approved by the local planning authority by no later than the expiry of THREE YEARS from the date of this permission. Applications for approval of the Reserved Matters for all phases of the Development shall be made to the local planning authority before the expiration of 10 YEARS from the date of this Decision Notice. Each reserved matter application must be implemented by no later than the expiration of TWO YEARS from the date of that reserved matters permission.</p> <p>Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).</p>
5	Phasing Plan & Order of construction	<p>Each Phase within the development hereby permitted shall be commenced and constructed in accordance with the approved Phasing Plan [Phasing Plan A-SL-011-xx-13 Rev 05] showing the location of each Phase. Each phase of the development shall be constructed in the approved order starting with Phase 1 through to Phase 11.</p> <p>Reason: To ensure that the development is consistent with the principles of good masterplanning and to safeguard against adverse impacts on the free flow of traffic on local roads and the amenities of the area.</p>
6	RM time limits for commencement	<p>The development contained within each reserved matters phase hereby permitted shall begin before the expiration of two years from the date of</p>

		<p>approval of the last reserved matters to be approved for each of the separate Phases.</p> <p>Reason: To ensure compliance with Section 92 of the Town and Country Planning Act 1990, as amended.</p>																																				
7	Quantum of Development - detailed	<p>The quantum of built floorspace for the detailed (phase 1) development shall be as specified in the table below:</p> <table border="1" data-bbox="571 465 1437 891"> <thead> <tr> <th>Use</th> <th>Class</th> <th>Quantum / Area (GEA) (Sqm)</th> <th>Quantum / Area (GIA) (Sqm)</th> </tr> </thead> <tbody> <tr> <td colspan="4">Phase 1</td> </tr> <tr> <td>Residential</td> <td>C3</td> <td>401 units 37,951</td> <td>35,158</td> </tr> <tr> <td>Flexible employment floorspace</td> <td>B1b, B1c, B2 (restricted) and B8)</td> <td>3,608</td> <td>3,350</td> </tr> <tr> <td>Flexible retail floorspace</td> <td>A1 – A4</td> <td>230</td> <td>198</td> </tr> </tbody> </table> <p>The development must be undertaken in accordance with this description of development and quantum of built floorspace.</p> <p>Reason: To ensure that the development is undertaken in accordance with the approved drawings, documents and the Environmental Statement.</p>	Use	Class	Quantum / Area (GEA) (Sqm)	Quantum / Area (GIA) (Sqm)	Phase 1				Residential	C3	401 units 37,951	35,158	Flexible employment floorspace	B1b, B1c, B2 (restricted) and B8)	3,608	3,350	Flexible retail floorspace	A1 – A4	230	198																
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8	Quantum of Development - outline	<p>The total quantum of built floorspace for the outline phases across the development shall be within the minimum and maximum ranges specified in the table below:</p> <table border="1" data-bbox="571 1227 1437 1877"> <thead> <tr> <th>Use</th> <th>Class</th> <th>Maximum Quantum / Area (GEA) (Sqm)</th> <th>Minimum Quantum / Area (GIA) (Sqm)</th> </tr> </thead> <tbody> <tr> <td colspan="4">Phases 2 to 11</td> </tr> <tr> <td>Residential</td> <td>C3</td> <td>4,599 units</td> <td></td> </tr> <tr> <td>Flexible employment floorspace</td> <td>Classes B1c, B2 and B8</td> <td>15,000</td> <td>14,250</td> </tr> <tr> <td>Flexible employment floorspace</td> <td>B1b, B1c, B2 (restricted) and B8)</td> <td>883</td> <td>791</td> </tr> <tr> <td>Flexible retail floorspace</td> <td>A1 – A4</td> <td>7,138</td> <td>6,781</td> </tr> <tr> <td>4FE Primary School</td> <td>Classes D1</td> <td>4,272</td> <td>4,058</td> </tr> <tr> <td>Nursery</td> <td>Classes D1</td> <td>993</td> <td>943</td> </tr> <tr> <td>Community and leisure floorspace</td> <td>Classes D1 and D2</td> <td>1,790</td> <td>1,721</td> </tr> </tbody> </table> <p>The development must be undertaken in accordance with this description of development and quantum of built floorspace.</p>	Use	Class	Maximum Quantum / Area (GEA) (Sqm)	Minimum Quantum / Area (GIA) (Sqm)	Phases 2 to 11				Residential	C3	4,599 units		Flexible employment floorspace	Classes B1c, B2 and B8	15,000	14,250	Flexible employment floorspace	B1b, B1c, B2 (restricted) and B8)	883	791	Flexible retail floorspace	A1 – A4	7,138	6,781	4FE Primary School	Classes D1	4,272	4,058	Nursery	Classes D1	993	943	Community and leisure floorspace	Classes D1 and D2	1,790	1,721
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		Reason: To ensure that the development is undertaken in accordance with the approved drawings, documents and the Environmental Statement.
9	Environmental Statement	<p>The development hereby permitted shall be constructed in accordance with the environmental standards, mitigation measures, embedded mitigation measures, requirements, recommendations and methods of implementing the development contained in the Environmental Statement (ES) and appendices (December 2019) therein relevant to the development prepared by Buro Happold and the ES Addendum (May 2020), unless and to the extent that such standards, measures, requirements and methods are altered by the express terms of the conditions attached to this planning permission and the approved drawings and supplementary documents submitted pursuant to them.</p> <p>Reason: To ensure that the development is carried out in accordance with the Environmental Statement and the mitigation measures proposed therein.</p>
10	Phase 1 and 2 - Industrial Floorspace	<p>Notwithstanding the Town and Country Planning (Use Classes) Order 1987 (as amended) and the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (and any statutory instrument revoking, re-enacting or modifying either order), the flexible employment floorspace (Classes B1b, B1c, B2 (restricted) and B8) within Buildings A, B and D are the subject to the following restrictions:</p> <ul style="list-style-type: none"> • None of this floorspace shall be used for any use other than uses falling within Use Classes B1(b), B1(c), B2 and B8 as specified in the schedule to the Use Classes Order on 31 August 2020; • If used for Class B2 uses, these uses are restricted to those listed in Appendix 5 of the Addendum Planning, Density Management & Employment Re-Provision Statement (May 2020) hereby approved; • No noise levels greater than up to LAeq,T 85 dB(A) inside these units; <p>The flexible employment floorspace (Classes B1b, B1c, B2 (restricted) and B8) within Building D is also the subject of the following further servicing restrictions:</p> <ul style="list-style-type: none"> • No HGV vehicles are to be used during servicing operations; and • Use of the external service yard area is restricted to not between 11pm and 6am. <p>Reason: To protect the amenity of future occupants of the development.</p>
11	Construction Work Hours	<p>(a) No construction or building works shall be carried out on the site except between the hours of 0800 and 1800 on Mondays to Fridays and between 0800 and 1300 on Saturdays.</p> <p>(b) Deliveries of construction and demolition materials to and from the site by road shall take place between the hours of 0800 and 1800 Monday to Friday and between 0800 and 1300 on Saturday and at no other time including on any Bank of Public Holidays.</p> <p>Reason: To ensure that the construction does not prejudice the ability of neighbouring and future occupier's reasonable enjoyment of their properties.</p>
12	D1 Use	Notwithstanding the Town and Country Planning (Use Classes) Order 1987 (as amended) and the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (and any statutory instrument revoking, re-enacting or modifying either order), the primary school, nursery and community and leisure floorspace of the development hereby

		<p>permitted shall not be allowed a change use to any other use within Class D1 as specified in the schedule to the Use Classes Order on 31 August 2020.</p> <p>Reason: To ensure that the proposal meets the needs of the community.</p>																						
13	Hours of commercial uses	<p>Any approved floor space which is used for a use falling within Use Classes A3 (Restaurants & Cafés) or Class A4 (Drinking Establishments) as specified in the schedule to the Use Classes Order on 31 August 2020 shall not be open for customers outside the following hours:</p> <p>07.00 to 01.00 on Monday to Saturday, and 7.00 to 00.00 on Sundays, Public and Bank Holidays, unless otherwise agreed by the local planning authority</p> <p>Reason: To safeguard the amenities of future occupiers proposed within this development.</p>																						
14	Restriction on retail sales for industrial uses	<p>There shall be no retail sales within the industrial uses of buildings A, B, D and V hereby approved with the exception of a trade counter, which shall be the subject of a detailed scheme to be submitted to and approved in writing by the local planning authority.</p> <p>Reason: To ensure the development approved retains its industrial use.</p>																						
15	HMO restriction	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order), no part of the development shall be used as a house in multiple occupation without planning permission from the local planning authority.</p> <p>Reason: In order that the local planning authority may exercise further control of potential impacts from a house of multiple occupation and the amenities of the future occupiers of the building.</p>																						
16	Non-residential car parking, and drop-off/pick-up provision	<p>a) The total maximum quantum of non-residential spaces for use as car parking, and pick-up/drop-off for the detailed (full) part of the development shall be in accordance with the figures specified in the table below:</p> <table border="1" data-bbox="544 1330 1334 1460"> <thead> <tr> <th></th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Commercial (wheelchair accessible)</td> <td>2</td> </tr> <tr> <td>Car club (wheelchair accessible)</td> <td>1</td> </tr> <tr> <td>Drop-off only spaces (wheelchair accessible)</td> <td>2</td> </tr> </tbody> </table> <p>The number of parking spaces for each purpose to be provided shall be no more than this approved maximum. The parking spaces, hereby approved, are to be completed for use prior to the occupation of the development and shall be permanently retained thereafter.</p> <p>b) The total maximum quantum of non-residential spaces for use as car parking, and pick-up/drop-off for the Outline part of the development shall not exceed the figures specified in the table below:</p> <table border="1" data-bbox="544 1765 1350 1991"> <thead> <tr> <th></th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Commercial (wheelchair accessible)</td> <td>11</td> </tr> <tr> <td>Industrial - Building V (wheelchair accessible)</td> <td>11</td> </tr> <tr> <td>School / Nursery (wheelchair accessible)</td> <td>5</td> </tr> <tr> <td>Car club (wheelchair accessible)</td> <td>5</td> </tr> <tr> <td>General Purpose Blue Badge Parking</td> <td>4</td> </tr> <tr> <td>Drop-off (wheelchair accessible)</td> <td>12</td> </tr> </tbody> </table>		Total	Commercial (wheelchair accessible)	2	Car club (wheelchair accessible)	1	Drop-off only spaces (wheelchair accessible)	2		Total	Commercial (wheelchair accessible)	11	Industrial - Building V (wheelchair accessible)	11	School / Nursery (wheelchair accessible)	5	Car club (wheelchair accessible)	5	General Purpose Blue Badge Parking	4	Drop-off (wheelchair accessible)	12
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Drop-off (wheelchair accessible)	12																							

		<p>The number of parking spaces provided for each purpose should be no more than this maximum but could be less. The car parking provision should be re-considered through the Transport Statement submitted within the 'Access' reserved matters application for each phase to ensure that the vehicle parking cannot be further reduced. The parking spaces, hereby approved, are to be completed for use prior to the occupation of the development of the relevant phase and shall be permanently retained thereafter.</p> <p>c) All wheelchair accessible car parking spaces except for those for the car club shall be for the wheelchair users only; none shall be for general [non-disabled persons] use except the car club bays.</p> <p>d) The 'wheelchair accessible' and 'blue badge' car parking spaces listed in the above table and illustrated on the approved drawings shall be suitable for use by a person with disabilities (in accordance with the specifications within BS8300: Design of buildings and their approaches to meet the needs of disabled people: Code of Practice).</p> <p>Reason: To ensure that the development is undertaken in accordance with the objectives of the approved Transport Assessment (TA) and TA Addendum and in compliance with sustainability principles.</p>																																												
17	Cycle Parking Provision	<p>a) The total minimum quantum of cycle parking across the development shall not be less than the figures specified in the table below:</p> <table border="1" data-bbox="544 987 1378 1402"> <thead> <tr> <th></th> <th>Short Stay</th> <th>Long Stay</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Residential</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Phase 1</td> <td>11</td> <td>709</td> <td>720</td> </tr> <tr> <td>Phases 2 to 10</td> <td>124</td> <td>8,303</td> <td>8,427</td> </tr> <tr> <td>Sub-total</td> <td>135</td> <td>9,012</td> <td>9,147</td> </tr> <tr> <td>Non-residential</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Commercial & Community Uses</td> <td>397</td> <td>70</td> <td>467</td> </tr> <tr> <td>Industrial - Building V</td> <td>15</td> <td>60</td> <td>75</td> </tr> <tr> <td>School / Nursery</td> <td>8</td> <td>136</td> <td>144</td> </tr> <tr> <td>Sub-total</td> <td>420</td> <td>266</td> <td>686</td> </tr> <tr> <td>TOTAL</td> <td>555</td> <td>9,278</td> <td>9,833</td> </tr> </tbody> </table> <p>The number of cycle parking spaces for each phase shall in total be no less than this minimum quantum for Phase 1 or in the case of Phases 2 – 11 such higher figure as the standard prevailing at the time of submission of reserved matters applications for that particular phase.</p> <p>b) Prior to the occupation of development of each phase of the development hereby approved, a Cycle Parking Management Plan shall be submitted to and approved by the local planning authority. The CPMP should include details of the allocation of cycle spaces between the market and affordable housing units and other land uses; details on how these cycle spaces and access including lifts/access to cycle stores will be managed and enforced; details of the design and materials of cycle stands/storage; details of shower, changing area and locker facilities provision and, details on CCTV and lighting for the cycle storage area. The approved allocations and details are to be completed prior to the occupation of the residential units and/or other uses within that part of the development and shall be permanently retained thereafter.</p>		Short Stay	Long Stay	Total	Residential				Phase 1	11	709	720	Phases 2 to 10	124	8,303	8,427	Sub-total	135	9,012	9,147	Non-residential				Commercial & Community Uses	397	70	467	Industrial - Building V	15	60	75	School / Nursery	8	136	144	Sub-total	420	266	686	TOTAL	555	9,278	9,833
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		<p>c) A minimum of 5% of long stay cycle spaces and their accesses are to be designed to be large enough to accommodate adapted cycles, cargo and other types of larger cycles.</p> <p>d) The relevant phase of the development shall not be occupied until the relevant amount of cycle parking spaces for that phase have been installed and ready for use in accordance with the approved details and the approved CPMP has been implemented in full. Such spaces shall be retained thereafter for this use only by occupiers and visitors to this part of the development only and solely in accordance with the approved CPMP.</p> <p>Reason: To promote sustainable modes of transport.</p>
18	Construction Logistics Plan (CLP)	<p>Prior to the commencement of each phase of development including demolition and site clearance works a Construction Logistics Plan (CLP) shall be submitted to and approved in writing by the local planning authority in consultation with TfL. The CLP shall include details of: (a) loading and unloading of plant and materials including vehicle turning areas; (b) storage of plant and materials; (c) sourcing of materials; (d) programme of works (including measures for traffic management); (e) provision of boundary hoarding, behind any visibility zones of construction traffic routing; (f) hours of operation; (g) means to prevent deposition of mud on the highway; (h) location and height of cranes and scaffolding; (i) a construction workers' Sustainable Travel Plan including details of strategies to promote sustainable travel by construction staff and details of all of the areas required for construction parking, including for wheelchair accessible parking shall be submitted to and approved by the LPA. Subsequently these approved parking areas shall be marked out and visible for use. There shall be no use of such areas for general parking including by staff wishing to travel to/from work by car unless they are holders of Blue Badges. The approved construction staff travel plan measures shall be put in place prior to commencement of the relevant phase works, retained and continually monitored for the duration of these works; (j) any other matters relevant to this particular site including liaising with developers and construction teams of neighbouring sites (through the LPA), in order to identify and address potential cumulative highway effects during the demolition and construction phase.</p> <p>Each phase of the development shall be constructed in accordance with the relevant approved CLP. The CLP shall be implemented as approved and periodically reviewed following audits of its implementation. Results of these audits will be made available to the Council upon request. The CLP shall be retained for the duration of the demolition, site clearance and construction process for the relevant phase.</p> <p>Reason: To ensure that the construction does not prejudice the ability of neighbouring occupier's reasonable enjoyment of their properties and in accordance with the mitigation measures identified in the Environmental Impact Assessment. This condition is required pre-commencement because the potential impacts to neighbouring amenity is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p>
19	Streets Work Licence	<p>Prior to the commencement of the relevant phase of development details of the Section 50 Streets Work Licence (SWL) and means by which this will be secured shall be submitted to and approved in writing by the local planning authority.</p> <p>Reason: To minimise disruption to the surrounding road network. This condition is required pre-commencement because the impacts to the highway may detrimentally impact upon the local road network and is fundamental to the</p>

		development permitted that it would have been otherwise necessary to refuse the whole permission.
20	Movement by River	<p>Prior to the commencement of each phase of the development including site clearance, demolition and/or construction works, a Feasibility Study, including specific measures and details, is to be submitted and approved by the local planning authority to demonstrate that all reasonable endeavours have and will be made to maximise the use of the River Thames (following consultation with the Port of London Authority) for the removal of construction waste and delivery of construction materials during the construction of the Development. Subsequently all works shall be carried out in accordance with the approved measures and details.</p> <p>Reason: To ensure that, where possible, construction related materials are moved by the most sustainable form of transport. This condition is required to be pre-commencement to ensure that sustainable forms of transport are considered from the outset and delivered.</p>
21	Highway Visual Condition Survey	<p>Prior to commencement of the works within the relevant phase of development, the developer shall liaise with the Highway Authority and TfL and carry out a thorough visual condition survey of the Highway and provide the Highway Authority and TfL with a digital record of the inspection.</p> <p>Any damage to the existing public highway (including footways within the locality) during the construction works is to be reinstated to the appropriate Local Highway Authority standards and to the satisfaction of the Highway Authority prior to the occupation of the relevant phase.</p> <p>Reason: To provide an agreed record of the condition of the Highway prior to commencement and ensure appropriate reinstatement is carried out to the satisfaction of the Highway Authority post construction of the development which is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p>
22	Roads & Car Parking	<p>Prior to the occupation or use of phase 1 of the development and any subsequent RMA, the access roads, vehicle loading and unloading areas, turning areas, pick up/drop off area and parking areas as shown on the approved plan(s) shall be provided and retained thereafter.</p> <p>Reason: To ensure the development makes adequate provision for the off-street parking and manoeuvring of vehicles likely to be associated with its use.</p>
23	Redundant accesses to be reinstated	<p>Prior to the occupation of the development hereby approved, all redundant accesses and crossovers shall be reinstated and returned to a raised kerb, in a manner to be agreed in writing by the local planning authority.</p> <p>Reason: In the interests of pedestrian and vehicle safety.</p>
24	Electric Vehicles	<p>The residential units in each phase of the development shall not be occupied unless and until charging points for electric vehicles have been installed and are available for use in the parking area(s) for that phase. At least 20% of the total number of car parking spaces serving the relevant phase shall be equipped with active electric vehicle charging points with all other spaces equipped with passive provision for electrical vehicle charging.</p> <p>Reason: To provide charging facilities for electric vehicles and to encourage the uptake of electric vehicles.</p>

25	Traffic management Plan	<p>a) Prior to the occupation of the relevant phase of development hereby approved, a Traffic Management Plan shall be submitted to and approved in writing by the local planning authority, in consultation with TfL. The Transport Management Plan shall set out the proposed management arrangements for vehicles movement within the relevant phase and including any internal shared access.</p> <p>b) The applicant is to submit details of appropriate road markings and signage internal to the site to regulate the movement of traffic, cyclist and pedestrians.</p> <p>Reason: To prevent obstruction of the public highway surrounding the site and internal road and avoid accidents.</p>
26	Delivery and Servicing Plan	<p>The relevant phase of development shall not be occupied unless and until a Delivery and Servicing Plan (DSP) for that phase has been submitted to and approved in writing by the local planning authority in consultation with TfL. The DSP should provide details of the expected type and expected frequency of service vehicles including waste removal for all uses, the hours within which they would arrive and depart, the intended locations for loading and unloading of vehicles, associated waiting and turning areas and access routes showing clear vehicle sweep paths based on up to date information in relation to overall vehicle movements associated with the development. The relevant phase of development shall only be constructed in accordance with the approved details and thereafter retained.</p> <p>Reason: To ensure that vehicle movements associated with the use hereby permitted remains consistent and that the use shall not represent any unacceptable level, type, location or timing of vehicle movements such that the safety of pedestrians and cyclists and the efficiency of bus operations shall be unduly prejudiced, nor that residential amenity will be unduly affected and nor that the operation of adjacent highways including the Silvertown Tunnel is unduly affected.</p>
27	Asbestos Management Survey	<p>Prior to the commencement of the relevant phase of development including site clearance and demolition works, details of an Asbestos Management Survey (and Asbestos Refurbishment and Demolition Survey, if considered necessary) shall be submitted to and approved in writing by the local planning authority. As appropriate, such mitigation measures identified to control the release of asbestos fibres shall be implemented and retained during enabling, demolition and construction works.</p> <p>Reason: To safeguard the public, the environment, and in accordance with the mitigation measures identified in the Environmental Impact Assessment. This condition is required to be pre-commencement as the survey needs to be in place before any works take place.</p>
28	CEMP	<p>Prior to the commencement of each phase of the development including demolition, site clearance and/or construction works, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority. The CEMP shall include (but not be limited to) details relating to (a) any demolition, ground works, (including decontamination); (b) scheme for security fencing / hoardings, depicting a readily visible 24-hour contact number for queries or emergencies; (c) construction and access to the site; (d) hours of operation; (e) means to control noise, odour dust, vibration and smoke; (f) road cleaning including wheel washing; (g) suitable pollution prevention measures for the safe storage of fuels, oils and chemicals and the control of sediment laden site discharge to protect water quality including into the Thames during the construction phase; (h) details of vibro-compaction machinery and a method statement; (i) details of disposal of waste arising from the construction programme, including final disposal points (the burning of waste on the site at any time is specifically</p>

		<p>precluded); (j) any other matters relevant to this particular site, including liaising with developers and construction teams of neighbouring sites (through the LPA), in order to identify and address potential cumulative environmental effects during the demolition and construction phase. The CEMP should be in accordance with the GLA's Supplementary Planning Guidance 'Control of Dust and Emissions during Demolition and Construction'. The development shall be constructed in accordance with the approved statement. The CEMP shall be implemented as approved and periodically reviewed following environmental audits of its implementation. Results of these audits will be made available to the Council upon request. The CEMP shall be retained and complied with for the duration of the demolition, site clearance and construction process for the relevant phase.</p> <p>Reason: To safeguard the public, the environment and in accordance with the mitigation measures identified in the Environmental Impact Assessment. This condition is required to be pre-commencement as the CEMP needs to be in place before any works take place and to mitigate against the impacts of the demolition / construction process.</p>
29	Code of Construction Practice	<p>Prior to the commencement of each phase of development, a Code of Construction Practice (CoCP), in line with (but not limited to) the Environmental Management and monitoring proposals within the approved CoCP hereby approved, shall be submitted to and approved in writing by the local planning authority. This code will serve as a live document throughout the duration of the works and will be under regular review with the Environmental Control Team of the Council. The development shall thereafter be carried out in accordance with this approved CoCP.</p> <p>Reason: To protect the amenity of future occupants of the development and / or neighbours. This condition is required to be pre-commencement to mitigate against the impacts of the demolition / construction process.</p>
30	Contamination	<p>Prior to the commencement of each phase of development hereby permitted a contamination report shall be submitted to, and approved in writing by, the local planning authority. This report shall include an assessment of the risks posed by any contamination and a monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports to the local planning authority. Should remediation be required, no development in that phase shall commence until a report is submitted to and approved in writing by the local planning authority specifying the measures to be taken, including the timescale, to remediate the site to render it suitable for use.</p> <p>If remediation is required, no building within that phase shall be occupied unless and until a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved in writing by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.</p> <p>The development shall only be constructed in accordance with the approved details.</p> <p>Reason: To safeguard the public, the environment and surface and groundwater as this site may have or is known to have been used in the past for activities that are likely to have resulted in it being contaminated with material that is potentially harmful to humans. The first part of this condition is required to be</p>

		pre-commencement as any development within the site could result in contamination risks which could be mitigated with an appropriate assessment and remediation. The second part is pre-occupation to ensure the approved remediation has been successfully completed and the development can be occupied safely without contamination risks being realised.
31	Contamination during development	<p>If during implementation of each phase of development, contamination is encountered which has not previously been identified, the additional contamination shall be fully assessed and a specific contaminated land assessment and associated remedial strategy shall be submitted to and agreed in writing by the local planning authority before the additional remediation works are carried out. The agreed strategy shall be implemented in full prior to the completion of the relevant phase.</p> <p>Reason: To prevent harm to human health and pollution of the environment.</p>
32	Infill Materials	<p>No soils, or infill materials, are to be brought onto the site unless they have been satisfactorily proven to be suitable for use (geotechnically and geochemically) and present no risks to human health, planting and the environment. A declaration to this effect, together with acceptable documentary evidence to confirm the origin of all imported soils and infill materials, supported by appropriate chemical analysis test results, must be submitted to and be approved in writing by the local planning authority prior to first occupation of each Phase.</p> <p>Reason: To safeguard the public, the environment and surface and groundwater as this site may have or is known to have been used in the past for activities that are likely to have resulted in it being contaminated with material that is potentially harmful to humans.</p>
33	Non-Road Transportable Industrial Equipment or Vehicles	<p>During onsite construction of any phase of development, all non-road transportable industrial equipment or vehicles which are fitted with an internal diesel powered compression ignition engine between 37 and 560KW and not intended for transporting goods or passengers on roads are required to meet Stage IIIB of EU Directive 97/68/E and be NRMM registered. Such vehicles must be run on ultra low sulphur diesel (also known as ULSD 'cleaner diesel' or 'green diesel'). "Ultra low sulphur diesel" means fuel meeting the specification within BS EN 590. Where these standards are succeeded, they should be applied when reasonable.</p> <p>Exemptions to these standards may be granted for specialist equipment or for equipment with alternative emission reduction equipment or run on alternative fuels. Such exemptions shall be applied for in writing to the local planning authority in advance of the use of such vehicles, detailing the reasons for the exemption being sought and clearly identifying the subject vehicles. Exemptions that are granted will be in writing and such vehicles must not be used until written exemption has been issued by the local planning authority.</p> <p>No vehicles or plant to which the above emission standards apply shall be on site, at any time, whether in use or not, unless it complies with the above standards, without the prior written consent of the local planning authority.</p> <p>Reason: To protect the amenity of future occupants and/or neighbours.</p>
34	Extract system for primary cooked	<p>Should primary cooking take place within one of the flexible commercial uses proposed, prior to its occupation full details, with calculations, of the proposed extraction system should be submitted to and approved in writing by the local planning authority. The submission shall include, where applicable, details of:</p> <p>(i) The extract fan, silencers, anti-vibration mounts, high velocity cowl, filters, odour abatement and any other items of plant;</p>

		<p>(ii) The velocity of the air at final discharge and duct termination height and location;</p> <p>(iii) The retention time of gases in the carbon filters (where applicable);</p> <p>(iv) A maintenance schedule;</p> <p>Before commencement of the approved use, the approved extraction system shall be installed on site in accordance with the approved details and shall be retained thereafter. Any variations thereafter shall be agreed in writing by the local planning authority.</p> <p>Reason: To safeguard the amenities of future occupiers.</p>
35	Noise	<p>(a) Notwithstanding and in addition to the provisions of Noise Chapter (and Appendix) of the Environmental Statement submitted as part of the application, prior to the commencement of fit out works for commercial units within each phase of development (other than demolition and site clearance works) hereby permitted, a survey measuring noise levels generated from adjacent road, DLR traffic, cable car, aircraft and river operations, late night venue and adjacent industrial uses shall be submitted to and approved in writing by the local planning authority in relation to the relevant phase of development.</p> <p>The survey should be accompanied by a scheme setting out mitigation measures such as siting, orientation, noise barriers and other such measures as may be appropriate to be incorporated into the development to ensure internal noise levels specified in BS8233 (Good) (or equivalent British Standard and Model Procedures if replaced) and the WHO guidance are achieved. Where it is shown that the site falls within Category C or D, the mitigation measures shall include the provision of acoustic glazing and mechanical ventilation as required.</p> <p>All glazing and ventilation installed should be sufficient to provide an internal noise level in line with the BS standard of "good". Evidence should be provided to show that the glazing and ventilation intended to be installed can actually achieve the noise mitigation levels required. This should include manufacturer's test data showing the sound reduction levels achievable. Any required mitigation scheme should ensure that the internal levels can achieve 35 dB LAeq,16hr for daytime (0700 hrs – 2300 hrs) and 30 dB LAeq, 8hr (2300 hrs – 0700 hrs) for night time in all habitable rooms. Furthermore, the mitigation scheme should also demonstrate that the relevant maximum sound level events do not regularly exceed 45 dB LAFMax during the night time period (2300 hrs – 0700 hrs). The mitigation scheme should ensure that the external amenity levels can achieve less than 55 dB LAeq,16hr for daytime (0700 hrs – 2300 hrs).</p> <p>The mechanical ventilation system shall meet or exceed the specifications set out in clause 6, schedule 1 of the Noise Insulation Regulations 1975 with regard to acoustic performance and airflow rates.</p> <p>(b) The relevant phase of the development shall not be occupied unless and until in relation to that building the mitigation measures approved pursuant to (a) above have been implemented in full and certified as such by a suitably qualified engineer approved by the local planning authority. The mitigation measures approved pursuant to (a) above shall be retained for the lifetime of the development.</p> <p>Reason: To protect the amenity of future occupants of the development and/or neighbours and safeguard adjacent road, DLR traffic, cable car, aircraft and river operations, late night venue and adjacent industrial uses from complaints. This condition is required to be pre-commencement to ensure that noise mitigation is considered from the outset.</p>

36	Sound Insulation – Roof Terraces	<p>Prior to the fit out of the relevant phase of the development hereby permitted, details of the proposed sound insulation scheme to be implemented between the residential accommodation and the roof garden/s shall be submitted to and approved by the Local planning authority. Details should include airborne and impact sound insulation. The developer shall certify to the local planning authority that the noise mitigation measures agreed have been installed. The approved scheme is to be completed prior to the occupation of that phase and shall be permanently retained thereafter.</p> <p>Reason: To protect the amenity of future occupants and/or neighbours.</p>
37	Mechanical Plant & Ventilation	<p>a) Prior to installation, full details of any mechanical ventilation or other plant associated with the commercial operation of the relevant phase shall be submitted to and approved in writing by the local planning authority. The submitted details should include full specifications of all filtration, deodorising systems, noise output and termination points. Particular consideration should be given to the potential high level discharge of kitchen extract air/the discharge of toxic or odoriferous extract air where a high level of discharge is usually essential. The approved scheme shall be completed prior to occupation of the relevant phase and shall be permanently retained thereafter. Reference shall be had to Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems published by DEFRA (https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69_280/pb10527-kitchen-exhaust-0105.pdf)</p> <p>b) Prior to the installation of any mechanical plant associated with each phase of the development hereby permitted, an acoustic report demonstrating that at all times the operational plant on site shall not give rise to a BS4142 rating level greater than 10 dB below the background noise level at the nearest or worst affected property, shall be submitted to and approved by the local planning authority. The mechanical plant as approved shall be installed and permanently retained thereafter.</p> <p>c) Prior to the first operation of each unit approved for a use falling within Use Classes A3 (Restaurants & Cafés) or Class A4 (Drinking Establishments) as specified in the schedule to the Use Classes Order on 31 August 2020, full details of any mechanical ventilation or other plant associated with that unit shall be submitted to and approved by the local planning authority. Such details to include full specifications of all filtration, deodorising systems, noise output and termination points. Particular attention shall be given to the potential high-level discharge of kitchen extract air and the discharge of toxic or odoriferous extract air where a high level of discharge is usually essential. The approved ventilation equipment and other plant shall be installed and commissioned prior to occupation of the relevant phase of development and shall be permanently retained in proper working order thereafter. Reference shall be had to 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems published by EMAQ+, 2018; (available at: https://ee.ricardo.com/downloads/air-quality/control-of-odour-and-noise-from-commercial-kitchen-exhaust-systems)</p> <p>Reason: To protect the amenity of future occupants and/or neighbours.</p>
38	Grease Trap or Grease Digester System	<p>Prior to installation, full details of the grease trap or grease digester system to be installed for any commercial kitchen within the development shall be submitted to and approved in writing by the local planning authority. Details should include plan and sectional drawings with measured drain sizes and invert levels, full manufacturers specifications etc. The approved scheme is to be completed and installed prior to occupation of the relevant commercial kitchen and shall be permanently retained thereafter.</p>

		Reason: To protect the amenity of future occupants and/or neighbours.
39	Sound Insulation	<p>(a) No non-residential unit within each phase of the development shall be occupied unless and until a scheme of sound insulation for that phase has been designed and installed between residential and non-residential uses such that the sound insulation provided shall meet the following standards.</p> <p>International Organization for Standardization Noise Rating curves (NR) NR 25 in bedrooms (2300 to 0700) NR 30 in all habitable rooms (0700 to 2300)</p> <p>If there is a distinguishable tone the NR curves should be reduced to NR 20 and NR 25 respectively. Noise Rating curves should be measured as a 15 minute linear Leq at the octave band centre frequencies 31.5 Hz to 8 kHz. The developer shall certify to the local planning authority that the noise mitigation measures have been installed.</p> <p>(b) Pre-completion testing shall be carried out and a report shall be submitted to and approved in writing by the local planning authority, demonstrating that all floor, ceiling and wall constructions can achieve compliance with the above standards.</p> <p>The relevant phase of development shall only be constructed in accordance with the approved details and thereafter retained.</p> <p>Reason: To protect the amenity of future occupants and/or neighbours.</p>
40	Fixed and Mobile Equipment	<p>Prior to the operation of any proposed commercial/leisure units within each phase of the development hereby permitted, an appropriate sound assessment must be undertaken of any fixed and mobile equipment, in line with guidance advocated within BS 4142:2014 and shall be submitted to and approved in writing by the local planning authority. A representative background sound level should be used and the rating level, from all simultaneous operations associated with these uses and any sound sources that are similar in nature, should be no greater than the adopted background sound level at the nearest noise sensitive receptors. The relevant phase of development shall only be operated in accordance with the approved details and thereafter retained.</p> <p>Reason: To minimise the noise effects of the development and in accordance with the mitigation measures identified in the Environmental Impact Assessment.</p>
41	Gym noise	<p>Prior to the occupation of any gyms within the relevant phase, a scheme shall be submitted to and approved in writing by the Local planning authority for:</p> <p>(a) the acoustic insulation/isolation of the gym and associated equipment;</p> <p>(b) the control of sound transmission from amplified music.</p> <p>The relevant phase shall be operated in accordance with the approved details and thereafter retained.</p> <p>Reason: To safeguard the amenities currently enjoyed by the occupants of adjoining premises and/or dwellings.</p>
42	Air quality	<p>Prior to the occupation of the relevant phase of development, a report detailing the assessment of potential air quality effects, including an air quality neutral/positive assessment (in line with adopted policy) and detailing any necessary mitigation to avoid significant effects, shall be submitted to and approved in writing by the Planning Authority. The mitigation measures shall be retained for the duration of the development.</p>

		Reason: To protect air quality and health by ensuring that the production of air pollutants are kept to a minimum during the course of building works and during the lifetime of the development.
43	Dust Risk Assessment	<p>A dust risk assessment has been undertaken in accordance with the Greater London Authority and London Councils “The Control of Dust and Emissions from Construction and Demolition SPG”. The risk assessment specifies this development will be ‘medium’ to ‘high risk’. A dust monitoring strategy shall be forwarded to the Local planning authority for approval. Works shall be undertaken in accordance with the approved monitoring plan.</p> <p>Reason: To protect air quality and health by ensuring that the production of dust is kept to a minimum during the course of building works.</p>
44	Boreholes	<p>Prior to the commencement of each phase of development, a scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the Local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected.</p> <p>Reason: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 109 of the NPPF, Policy SC1 Environmental Resilience of Newham’s Local Plan (2018) and the Environment Agency’s Groundwater Protection: Principles and Practice.</p>
45	Surface Water Drainage	<p>a) Prior to the commencement of each phase of development, a surface water drainage scheme for the site shall be submitted to and approved in writing by the Local planning authority. This scheme should include (a) sustainable drainage principles and an assessment of the hydrological and hydro-geological context of the development; (b) details of how the proposed surface water drainage scheme will be maintained; (c) a drainage scheme nominating the ownership, management and maintenance arrangements; (d) the use of SuDS and balancing ponds where possible; (e) a completed ‘Newham Surface Water Drainage Pro-forma for new developments; (f) details to demonstrate that the surface water run-off generated up to and including the 100 years critical storm plus climate change allowance, will not exceed the run-off from the undeveloped site following the corresponding rainfall event. In addition, ‘brownfield’ major developments are required to reduce post development runoff rates for events up to and including the 1 in 100 year return period event plus 40% climate change allowance, to the calculated greenfield rate (calculated in accordance with IoH124) or, where demonstrated not feasible, to not more than three times the calculated greenfield rates for the site. It is recommended that a SuDS treatment train is utilised to assist in this reduction. Each phase of the development shall only be implemented in accordance with the relevant approved details.</p> <p>Reason: To safeguard the public from surface water flood risk, protect the environment and respond to climate change with regard to policy SC3 of Newham Local Plan 2018; Policies 5.3, 5.12, 5.13, 5.14 of the London Plan (July 2011) and Supplementary Planning Guidance (SPG) on Sustainable Design and Construction; Policy 103 and 109 of NPPF; London Borough of Newham LLFA Surface Water Management Plan (SWMP) and Local Flood Risk Management Strategy (LFRMS). This condition is required pre-commencement because the impacts to surface water drainage may be affected and is fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.</p>

46	Drainage System and risk to controlled water	<p>No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.</p> <p>Reason: To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the NPPF and Policy SC1 Environmental Resilience of Newham's Local Plan (2018).</p>
47	Flood Resilience	<p>The development shall be carried out in accordance with the Thameside West River Wall Drawings (dated November 2018), the Thameside West Masterplan Flood Risk Assessment (Rev. 02 dated May 2019), the March 2020 Flood Risk Assessment Statement of Conformity, and the mitigation measures they detail. Prior to the commencement of the relevant phase of development (except demolition and site preparation works), a scheme to ensure the development is flood resilient, in particular basement and lower ground levels and other finished floor levels, shall be submitted to, and approved in writing by, the local planning authority. The scheme shall include a Flood Warning and Evacuation Plan. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.</p> <p>Reason: Whilst we are satisfied at this stage that the proposed development could be allowed in principle, the applicant will need to provide clarification of basement and lower ground levels to ensure that the proposed development can go ahead without posing an unacceptable flood risk to future occupants. This is line with Policy 163 of the NPPF and Policy SC3 Flood Risk of Newham's Local Plan (2018). This condition is required to be pre-commencement to ensure that these details are considered at an early stage of the process and the required details are an integral part of the construction.</p>
48	Water Mains	<p>No construction within the development shall take place (except site preparation works) within 5m of any water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water, prior to the commencement of each phase of development. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access to Thames Water must be available at all times for the maintenance and repair of water infrastructure during and after the construction works.</p> <p>Reason: The proposed works will be in close proximity to underground strategic water mains, utility infrastructure and the works have the potential to impact on local underground water utility infrastructure. This condition is required to be pre-commencement to ensure that these details are considered at an early stage of the process.</p>

49	Controlled waters and foundation works	<p>Before each phase of the development is commenced (except demolition and site preparation works), a foundation works risk assessment shall be carried out to establish the potential risk of contamination of controlled waters from the intended foundation works on site. The construction of the site foundations shall then be carried out in accordance with details submitted to and approved in writing by the local planning authority before each phase commences.</p> <p>Reason: To ensure that the proposed development does not harm groundwater resources in line with paragraph 170 of the NPPF because it cannot be guaranteed that the development will not present unacceptable risks to groundwater resources. This is in line with Policy SC1 Environmental Resilience of Newham's Local Plan (2018). This condition is required to be pre-commencement to ensure that these details are considered at an early stage of the process and no pollution occurs to controlled waters.</p>
50	Waste Water	<p>No properties within each phase shall be occupied until confirmation from the developer has been provided that either: all wastewater, surface water and all water network upgrades required to accommodate the additional flows from the development have been completed; or a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan. Prior to occupation of each phase, details shall be submitted to and approved by the local planning authority. The relevant phase of development shall only be constructed in accordance with the approved details and thereafter retained.</p> <p>Reason: The development may lead to sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents.</p>
51	Impact Piling – Water pollution and Silverton Tunnel impact	<p>No impact piling shall take place in each phase unless and until a piling method statement for that phase has been submitted to and approved in writing by the local planning authority. The local planning authority should consult Thames Water. The method statement should detail the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage and water infrastructure, and the programme for the works.</p> <p>Any piling must be undertaken in accordance with the approved piling method statement.</p> <p>Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure and piling has the potential to impact on the local underground sewerage utility infrastructure.</p>

52	Archaeology (WSI Stage 1)	<p>Prior to the commencement of each phase of development hereby permitted, a stage 1 written scheme of investigation (WSI) shall be submitted to and approved by the local planning authority in writing. No demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. Written schemes of investigation will need to be prepared and implemented by a suitably qualified, professionally accredited archaeological practice.</p> <p>Reason: To ensure that there is an opportunity to properly investigate and record information on this site, which is considered to be of high archaeological interest, and safeguard the archaeological heritage of the Borough. This condition is required to be pre-commencement as any ground works without the required investigation could result in harm to the archaeological heritage of the Borough.</p>
53	Archaeology (Stage 2 WSI)	<p>If heritage assets of archaeological interest are identified by the stage 1 written scheme of investigation (WSI) undertaken prior to each phase of the development, then for those parts of the site which have archaeological interest, a stage 2 WSI shall be submitted to and approved in writing by the local planning authority prior to the commencement of the relevant phase. For land that is included within the stage 2 WSI, no demolition/development/excavation shall take place other than in accordance with the approved stage 2 WSI, which shall include:</p> <ul style="list-style-type: none"> a) The programme and methodology of site investigation and recording; b) The programme for post investigation assessment; c) Provision to be made for analysis of the site investigation and recording; d) Provision to be made for publication and dissemination of the analysis and records of the site investigation; e) Provision to be made for archive deposition of the analysis and records of the site investigation; f) Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation. <p>Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice.</p> <p>Reason: To ensure that there is an opportunity to properly investigate and record information on this site, which is considered to be of high archaeological interest and safeguard the archaeological heritage of the Borough. This condition is required to be pre-commencement as any ground works without the required investigation could result in harm to the archaeological heritage of the Borough.</p>
54	Public Heritage	<p>Prior to the occupation of each phase of development, a written project design shall be submitted to and approved by the local planning authority securing the implementation of a scheme of on-site public heritage presentation and interpretation. Each approved scheme shall be implemented and thereafter retained for the life of the development.</p> <p>Reason: The planning authority wishes to secure public benefit from the scheme's impact on heritage assets.</p>
55	Habitat Management Plan	<p>Prior to the occupation of each phase of development hereby permitted, a scheme for biodiversity enhancements in the form of a Habitat Management Plan (HMP) shall be submitted to and approved in writing by the local planning authority. This should include No Net Loss and Net Gain calculations, working to the provided methodology and in accordance with BS42020:2013; plans materials, specifications and data, to demonstrate in detail how all ecological mitigation, compensation and enhancement measures identified in the approved</p>

		<p>Environmental Statement will be implemented within the Development and details of the long-term ecological objectives, maintenance schedules, management and monitoring. Work shall be undertaken in accordance with the approved scheme and thereafter retained.</p> <p>Reason: To enhance the biodiversity value of the land.</p>
56	Construction Ecological Mitigation and Management Plan	<p>No development shall commence on each phase until a Construction Ecological Mitigation and Management Plan (CEMMP) has been submitted to and approved in writing by the local planning authority. The CEMMP shall be in accordance with BS42020:2013 and include the following: (a) Risk assessment of potentially damaging construction activities; (b) Identification of 'biodiversity protection zones'; (c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements); (d) The location and timing of sensitive works; (e) The times during construction when a specialist ecologist needs to be present on site to oversee works; (f) Responsible persons and lines of communication; (g) The role and responsibilities of the on site ecological clerk of works (ECoW) or similarly competent person; (h) Use of protective fences, exclusion barriers and warning signs. All works carried out during the construction period of the relevant phase shall be undertaken in accordance with the approved CEMMP.</p> <p>Reason: To enhance and protect the biodiversity value of the land. This condition is required to be pre-commencement to ensure that protected species and the biodiversity value of the land are not harmed / mitigated for prior to the demolition / construction process.</p>
57	Green / Brown Roofs and green walls	<p>Prior to fit out of each phase, detailed proposals for accommodating green/brown roofs and/or green walls as part of the design and layout of the development shall be submitted to the local planning authority and approved in writing. This should include design/product specifications, the proposed implementation timescale and arrangements for on-going maintenance. Where a green roof or green wall is not proposed, the submitted documentary evidence should demonstrate why this would not be feasible or viable having regard to existing site constraints. Each phase of development shall be carried out in accordance with the approved details and the green/brown roofs and/or green walls shall thereafter be retained.</p> <p>Reason: To protect, enhance and create habitats for biodiversity across Newham and in accordance with the mitigation measures identified in the Environmental Impact Assessment. This condition is required to be pre-commencement to ensure that these details are considered at an early stage of the process and the required details are an integral part of the construction.</p>
58	Invasive species	<p>If prior to or during the course of the relevant phase any Japanese Knotweed or other non-native invasive species are found to be present on the phase, then no further development shall take place until a detailed method statement for removing or the long-term management/control of the Japanese Knotweed and/or other non-native invasive species has been submitted to and approved in writing by the local planning authority. The method statement shall include measures that will be used to prevent the spread of Japanese Knotweed and any other non-native invasive species during any operations, e.g. mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds/root/stem of any invasive plant listed under the Wildlife and Countryside Act 1981, as amended. The development shall be carried out in accordance with the approved method statement if one is required.</p>

		Reason: To prevent the spread and further ingress of Japanese Knotweed and any other invasive non-native species in order to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity both within the development site and on adjacent site.
59	Urban Greening Factor	<p>Prior to occupation of each phase of development, documentary evidence must be submitted to the local planning authority and approved in writing to show that phase has achieved an urban greening factor of at least 0.4. The measures set out in that evidence for achieving an urban greening factor of at least 0.4 shall thereafter be retained.</p> <p>Reason: To improve urban greening in line with London Plan Policy 7.18 and Intend to Publish London Plan Policy G5.</p>
60	Landscaping	<p>Prior to the occupation of each phase of development, full details of hard and soft landscaping shall be submitted to and approved in writing by the local planning authority. The details shall include all existing trees and shrubs and proposed trees (including full details of all tree pits) and shrubs, pathway details and their steps and slopes, lighting, signage, wayfinding signage, enclosures, bins, seating and other furniture along with public art. As well as public spaces, the hard and soft landscaping shall include details of private/communal rooftop terraces and gardens and details on how cyclists would use such spaces, in consultation with TfL. All hard and soft landscaping and tree planting shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards (in particular, BS 3882: Specifications for Topsoil, Recommendations (2015) and BS 8545: Trees from Nursery to Independence in the Landscape, Recommendations (2014) or other recognised codes of good practice). The works shall be carried out prior to the occupation of any part or relevant phase of the development or in accordance with the timetable agreed with the local planning authority. Any tree(s) or plants that (within a period of five years after planting) are removed, die, or (in the opinion of the local planning authority) are damaged or defective shall be replaced as soon as is reasonably practicable with others of a similar size/species/number as originally approved, unless the local planning authority gives its consent to any variation.</p> <p>Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.</p>
61	Retained trees protection	<p>Prior to the commencement of the relevant phase of development hereby approved (including demolition and all preparatory work), a scheme for the protection of any retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the local planning authority. Specific issues to be dealt with in the TPP and AMS:</p> <ol style="list-style-type: none"> a) Location and installation of services/ utilities/ drainage. b) Methods of demolition within the root protection area (RPA as defined in BS 5837: 2012) of the retained trees. c) Details of construction within the RPA or that may impact on the retained trees. d) A full specification for the installation of boundary treatment works. e) A full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the roads, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant sections through them. f) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is

		<p>proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.</p> <p>g) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.</p> <p>h) A specification for scaffolding and ground protection within tree protection zones.</p> <p>i) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.</p> <p>j) Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires</p> <p>k) Boundary treatments within the RPA.</p> <p>l) Methodology and detailed assessment of root pruning.</p> <p>m) Arboricultural supervision and inspection by a suitably qualified tree specialist.</p> <p>n) Reporting of inspection and supervision.</p> <p>The development thereafter shall be implemented in strict accordance with the approved details.</p> <p>Reason: Required prior to commencement of development to satisfy the local planning authority that the tree(s) to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality with best practice and pursuant to section 197 of the Town and Country Planning Act 1990.</p>
62	Public Realm and Landscaping Management Plan	<p>Prior to occupation of each phase of the development, a landscaping management plan for that phase shall be submitted to and approved in writing by the local planning authority for that phase. The plan for each phase of the development shall set out how the planting will be managed for a minimum of five years to ensure full and successful establishment of plants and trees. The plans shall identify all landscaped areas that will be under communal management and clearly specify that properly qualified horticulturists will be contracted to manage the site. The planting shall be thereafter managed in accordance with the approved management plan.</p> <p>Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.</p>
63	Unexploded Ordnance	<p>No development shall take place within each phase of the development unless and until an Unexploded Ordnance (UXO) site safety and emergency procedures plan for that phase of development has been submitted to and approved by the local planning authority. The Construction Works and Excluded Works shall only be carried out in accordance with the approved UXO site safety and emergency procedures plan. UXO Safety Induction Training should be provided to everyone working at or visiting the site. The training should be commensurate with the individual's responsibilities and duties on the site. The training should be provided by a qualified Explosive Ordnance Disposal Engineer and delivered as a separate module of the Site Safety Induction Course.</p> <p>Reason: To safeguard the health and safety of employees working on the site during the construction phase and is required to be pre-commencement for this same reason.</p>
64	Cranes & Scaffolding	<p>No cranes or scaffolding shall be erected within the site area of each phase unless and until construction methodology and diagrams clearly presenting the location, types, maximum operating height, radius and start/finish dates for the use of cranes/scaffolding during that phase have been submitted to and approved by the local planning authority, having consulted London City Airport</p>

		<p>and TfL. The construction methodology statement shall also include a detailed programme of the various lifts of cranes which may require the penetration of safeguarding surfaces (in such cases coordination with London City Airport will be sought to ensure that such lifts occur when the airport is not in operation); a relevant section on communications between the construction team and London City Airport to ensure that the airport is aware of activities and can issue NOTAMs informing the flying community of activity on the site; operational provisions to address emergency situations such as the discovery of UXO and how cranes will be made safe to ensure that they do not become a hazard to aircraft operations; and confirmation of compliance with obstruction lighting requirements and specifications. It should be noted that no construction equipment shall be permitted to infringe any Instrument Flight Procedures or critical obstacle limitation surfaces. The relevant phase of development shall be carried out in accordance with the approved details and the details shall be complied with for the duration that the cranes and/or scaffolding are in place.</p> <p>Reason: To safeguard London City Airport's flight operations and other transport infrastructure.</p>
65	Bird Strike Risk	<p>Prior to the occupation of each phase of development, the following shall be carried out and submitted to and approved by the local planning authority having consulted with London City Airport:</p> <p>a. A Bird Strike Risk Statement (BSRS) and Bird Hazard Management Plan (BHMP). These documents shall demonstrate that the development comprised within the relevant phase of development does not increase the risk of bird strike hazard to aircraft using London City Airport when measured against the conditions existing on the whole development site at the time of the submission of the documents.</p> <p>b. A detailed scheme for green and/or brown roofs with associated aggressive bird management strategy. All green and/or brown roofs should be designed to make them unattractive to birds so as not to have an adverse effect on the safety of operations at London City Airport by encouraging bird roosting and creating sources of food for birds, and thereby presenting a bird strike threat to aircraft operating at the Airport.</p> <p>c. Estate Management Strategy (EMS) for the relevant phase of development which includes an aggressive bird management plan and details of the number and location of signs that are required to be located across the site to prohibit the feeding of wildlife and waterfowl.</p> <p>The relevant phase of development shall be carried out in accordance with the approved details and thereafter retained.</p> <p>Reason: To safeguard London City Airport's flight operations.</p>
66	Obstacle Limitation Surface	<p>No Building or structure to permanently form part of the Development shall exceed London City Airport's Obstacle Limitation Surfaces (OLS).</p> <p>Reason: To safeguard London City Airport's flight operations.</p>
67	Antenna	<p>No satellite antenna, apparatus or plant of any sort (including structures or plant in connection with the use of telecommunication systems or any electronic communications apparatus) shall be erected on the site or roof of any Buildings unless and until details of their size and location have previously been submitted to and approved by the local planning authority in consultation with London City Airport. The relevant part of the development shall be carried out in accordance with the approved details and thereafter retained.</p>

		Reason: To safeguard London City Airport's flight operations and in the interests of visual amenity.
68	Fire evacuation lift	<p>Prior to commencement of works on the superstructure of each phase, drawings showing the installation of fire evacuation lifts for each building core shall be submitted and approved in writing by the local planning authority. Fire evacuation lifts shall thereafter be installed within the development hereby permitted in accordance with the approved drawings.</p> <p>Reason: To ensure the safe and inclusive emergency evacuation of residents in accordance with London Plan Policy 7.2 and the Mayor's intend to publish London Plan Policies D3 and D12.</p>
69	Fire Strategy – detailed and outline	<p>For the detailed part of the proposal (Phase 1), the development must be carried out in accordance with the provisions of the Fire Strategy Statement dated May 2020 and retained thereafter.</p> <p>Prior to the commencement (exception demolition and site preparation works) of each phase of the outline part of the application, a Fire Strategy Statement shall be submitted to and approved by the local planning authority. The relevant phase of development must be carried out in accordance with the approved details and retained thereafter.</p> <p>Reason: To ensure that the development incorporates the necessary fire safety measures in accordance with the Mayor's intend to publish London Plan Policies D3 and D12. This condition is required to be pre-commencement to ensure that these details are considered at an early stage of the process and the required details are an integral part of the construction.</p>
70	Rooftop Plant, Screening and Parapet	<p>No building within each phase of development shall commence above ground works unless and until details of the rooftop plant, screening and parapet at a scale of 1:20 have been submitted to and approved in writing by the local planning authority in relation to the relevant phase. Details must include materials, colour, finish, elevation and section plans. The approved details are to be constructed/installed prior to the occupation of the relevant building and thereafter retained.</p> <p>Reason: To ensure a satisfactory standard of external appearance and to protect local amenity appearance.</p>
71	Specification of Balconies, Communal Entrances, Vehicular Entrance, Shopfront, Duplex Entrances and Typical Bay	<p>No building within each phase of the development shall commence above ground works unless and until details and specification of balconies, communal entrances, vehicular entrance, duplex entrances and typical bay (showing window reveals, frames, cills and headers) at a scale of 1:20 have been submitted to and approved in writing by the local planning authority in relation to the relevant phase. The development shall only be constructed in accordance with the approved details, and the approved details shall be complied with for the life of the development.</p> <p>Reason: To ensure a satisfactory standard of external appearance of the development.</p>
72	Shopfronts	<p>Prior to commencement of superstructure within each phase of development, details and specification of shopfronts (showing window reveals, frames, cills and headers) at a scale of 1:20 shall be submitted to and approved in writing by the local planning authority in relation to the relevant phase. The development shall only be constructed in accordance with the approved details and the approved details shall be complied with for the life of the development.</p>

		Reason: To ensure a satisfactory standard of external appearance of the development.
73	Samples of all External Surfaces	<p>No building within each phase of development shall commence above ground works unless and until details and samples of all external elevation and roof surfaces have been submitted to and approved in writing by the local planning authority in relation to the relevant phase. This shall include a physical mock-up of a typical window bay showing full details of brickwork bond, mortar, window and reveal details which shall be erected on site and be approved in writing by the local planning authority. The sample panels are to be reviewed by the DRP or representatives thereof. The development shall only be constructed in accordance with the approved details and the approved details shall be complied with for the life of the development.</p> <p>Reason: To ensure a satisfactory standard of external appearance of the development.</p>
74	Rainwater Pipes, Flues and Grills	<p>No rainwater pipes, flues or grills, other than those shown on the approved plans shall be visible on any publicly visible elevation, unless otherwise agreed in writing by the local planning authority.</p> <p>Reason: To ensure a satisfactory standard of external appearance of the development.</p>
75	Highway Surfaces	<p>No building within the relevant phase of the development shall be occupied until details and samples of all finishes/specifications of highway materials/surfaces have been submitted and approved by the local planning authority. The development shall only be constructed in accordance with the approved details and retained thereafter.</p> <p>Reason: To ensure a satisfactory standard of highway / surfaces within the development.</p>
76	External Lighting Assessment	<p>Prior to the occupation of each phase of development, full details of any proposed external lighting (the External Lighting Scheme) for that phase shall be submitted to and approved in writing by the local planning authority. The local planning authority should consult London City Airport and TfL. Each External Lighting Scheme shall include details of the appearance and technical details/specifications, intensity, orientation and screening of lamps, siting, the means of construction and laying of cabling, the timing of installation and details of the proposed hours of operation. The scheme should be designed to minimise the risk of light spillage beyond the development site boundary and into the sky and to avoid dazzle to nearby transport infrastructure, drivers on nearby roads and flight operations.</p> <p>Each External Lighting Scheme is to be constructed and / or installed prior to occupation of the residential units within the relevant phase and shall be retained for so long as the development shall exist. No external lighting shall be installed other than that approved by this condition.</p> <p>Reason: To ensure that safety is not compromised with regard to the principles/practices of Secured by Design and to minimise adverse impacts of light pollution on the highway and public transport networks and London City Airport's flight operations.</p>

77	Photovoltaic (PV) Panels	<p>No building within each phase of the development, aside from Phase 1, shall be fitted out unless and until the full details of the proposed location and manufacturers specification(s) for PV panels in that phase have been submitted to and approved by the local planning authority in consultation with London City Airport. The development shall only be constructed in accordance with the approved details.</p> <p>Reason: To safeguard London City Airport's flight operations and reduce carbon emissions from the development.</p>
78	'As built' SAP worksheets - all residential	<p>Prior to first occupation of each phase of development, 'as-built' Standard Assessment Procedure (SAP) outputs must be submitted to the local planning authority and approved in writing to demonstrate that the development has been carried out in accordance with the approved details. If the development is unable to meet the required reduction in CO2 emissions through the approved energy strategy, then any shortfall shall be made up through the application of further sustainability measures and/or additional carbon offsetting payments. The relevant phase of development shall be carried out in accordance with the approved details and any approved measures thereafter retained.</p> <p>Reason: In the interest of energy efficiency and sustainability.</p>
79	'As built' SAP worksheets - major non residential	<p>Prior to first occupation of each phase of development, 'as-built' Building Regulations UK Part L (BRUKL) report/modelling outputs must be submitted to the local planning authority and approved in writing to demonstrate that the development has been carried out in accordance with the approved details. If the development is unable to meet the required reduction in CO2 emissions through the approved energy strategy, then any shortfall shall be made up through the application of further sustainability measures and/or additional carbon offsetting payments. The development shall be carried out in accordance with the approved details and any approved measures thereafter retained.</p> <p>Reason: In the interest of energy efficiency and sustainability.</p>
80	BREEAM Design Stage Certificate - major non-residential	<p>Prior to the fit out of each phase of development, a BREEAM New Construction 2018 Interim (Design Stage) Certificate, issued by the Building Research Establishment (BRE) or equivalent authorizing body, must be submitted to the local planning authority and approved in writing to show that an 'Excellent' rating will be achieved for the non-residential floorspace.</p> <p>Reason: In the interest of energy efficiency and sustainability.</p>
81	BREEAM Final Certificate - major non-residential	<p>Within 3 months of the first occupation of each phase of development, a BREEAM New Construction 2018 Final (Post-Construction) Certificate, issued by the BRE or equivalent authorizing body, must be submitted to the local planning authority and approved in writing, to demonstrate that an 'Excellent' rating has been achieved. Construction Stage assessment will be produced post-occupancy, to allow time for collation of accurate evidence, and for the 2-month review and comment period by the BRE.</p> <p>Reason: In the interest of energy efficiency and sustainability.</p>

82	Water efficiency - major and minor residential	<p>Prior to first occupation of each phase of the development, a completed Water Efficiency Calculator for New Dwellings must be submitted to the local planning authority and approved in writing to show that internal potable water consumption for each of the dwellings will be limited to 110 litres per person per day (l/p/d) based on the Government's national calculation method for water efficiency for the purposes of Part G of the Building Regulations. The Water Efficiency Calculator should be accompanied by details of the location and type of all appliances or fittings that use water, the capacity or flow rate of any equipment and any rainwater or greywater collection systems incorporated as part of the development. The development shall be carried out in accordance with the approved details and the approved details shall be complied with for the life of the development.</p> <p>Reason: In the interest of energy efficiency and sustainability.</p>
83	Cooling strategy - major residential	<p>Prior to the fit out works of each phase of development, the results of dynamic overheating modelling undertaken in line with the relevant Chartered Institution of Building Engineers (CIBSE) guidance together with details of all proposed measures for minimising overheating and meeting the development's cooling needs must be submitted to the Local planning authority and approved in writing. The design, materials, construction and operation of the development must demonstrate compliance with the Mayor's cooling hierarchy and the GLA's Overheating Checklist set out in the Mayor's guidance on Preparing Energy Assessments as amended. The development shall be carried out in accordance with the approved details and any approved measures shall thereafter be retained for the life of the development.</p> <p>Reason: In the interest of energy efficiency and sustainability. This condition is required to be pre-commencement to ensure that these details are considered at an early stage of the process and the required details are an integral part of the construction.</p>
84	Pre-Construction TV Reception Surveys and Post-Construction TV Reception Surveys	<p>No building within each phase of the development hereby permitted shall be commenced above ground level unless and until pre-construction TV reception surveys have been undertaken and details submitted to and approved in writing by the local planning authority. The results of the surveys shall inform the level of mitigation required and the approved details shall be installed prior to first occupation of the residential units within that relevant phase.</p> <p>Reason: To mitigate the impacts of TV reception to neighbouring properties and in accordance with the mitigation measures identified in the Environmental Impact Assessment.</p>
85	Refuse and Recycling	<p>Prior to the occupation of each phase of development hereby approved, full details of refuse and recycling storage shall be submitted to and approved in writing by the local planning authority. The approved details shall be implemented in full prior to occupation of that phase and retained thereafter.</p> <p>Reason: To avoid harm to the character and appearance of the streetscene and local area and to ensure adequate provision of refuse and recycling facilities in the interests of amenity for future and neighbouring occupiers.</p>
86	Boundary treatments/ Enclosure	<p>Prior to occupation of each phase of development hereby approved, full details of the position, design, materials and type of boundary treatments/means of enclosure shall be submitted to and approved in writing by the local planning authority. The approved details shall be implemented in full prior to occupation of that phase and retained thereafter.</p>

		Reason: To ensure that the proposed development does not interfere with the freeflow of traffic and conditions of safety on the public highway and in the interests of visual amenity.
87	Bound treatments / enclosure children's play space	<p>The boundary treatment, landscaping and play equipment provision of the children's play area shall be the subject of a detailed scheme to be submitted to and agreed in writing by the local planning authority prior to the commencement of the relevant phase of the development. The approved scheme shall be carried out prior to the occupation of any part of the relevant phase hereby permitted and thereafter retained.</p> <p>Reason: To ensure compliance with development plan policy which seeks the provision of children's play spaces.</p>
88	Considerate Constructors Scheme (CCS)	<p>No development of each phase shall commence until such time as the lead contractor, or the site, is signed up to the Considerate Constructors Scheme (CCS) and its published Code of Considerate Practice, and the details of (i) the membership, (ii) contact details, (iii) working hours as stipulated under the Control of Pollution Act 1974, and (iv) Certificate of Compliance, are clearly displayed on the site so that they can be easily read by passing members of the public, and those details shall thereafter be maintained on display throughout the duration of the works forming the subject of this permission.</p> <p>Reason: To mitigate the impact of construction work upon the levels of amenity that neighbouring and future occupiers should reasonably expect to enjoy. It is necessary for the condition to be on the basis that "No development shall commence until" as compliance with the requirements of the condition at a later time would result in unacceptable harm.</p>
89	Finished floor levels	<p>No development shall take place on each phase until there has been submitted to and approved by the local planning authority details of all finished levels. There shall be no change in levels unless specifically shown on the approved plans.</p> <p>Reason: To ensure a satisfactory standard of development is provided.</p>
90	Events Management Strategy	<p>Prior to the occupation of each phase, an Events Management Strategy shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, the Events Management Strategy shall include details regarding stewardship arrangements, signage, and measures to promote and provide for sustainable transport, event notification arrangements. Thereafter events shall be undertaken in accordance with the Events Management Strategy as approved by the Local Planning Authority.</p> <p>Reason; In the interest of residential amenity, parking congestion and highway, pedestrian and visitor safety.</p>
91	Public Art mural on Building A	<p>Prior to the occupation of Phase 1 hereby permitted, details of the public art mural proposed on Building A shall be submitted to and approved by the local planning authority. The approved details shall be implemented and thereafter retained for the life of the development.</p> <p>Reason: In the interests of visual amenity.</p>
92	Carbon Saving	<p>No phase within the Outline part of the development (other than demolition and site clearance works) hereby permitted shall be commenced until a revised Energy & Sustainability Strategy which includes carbon emission saving information and details any carbon offset payments necessary shall be submitted to and approved in writing by the local planning authority. The</p>

		<p>relevant phase of development shall only be constructed in accordance with the approved details and thereafter retained.</p> <p>Reason: In the interest of air quality and sustainability.</p>
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Informatives

1	S106 Agreement	You are advised that this permission has been granted subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990.
2	Pre-commencement conditions	The pre-commencement and pre-occupation conditions attached to this decision notice are considered necessary in order to safeguard transport infrastructure, protect the amenities of existing residents, future occupiers and users of the proposed development and to ensure that the proposed development results in a sustainable and well-designed scheme amongst other matters.
3	CIL payment and liability notice	The Greater London Authority consider that this permission is liable for a contribution under the Community Infrastructure Levy (CIL). Before work commences there are certain forms which you must complete and return to the London Borough of Newham. Please note that penalty surcharges could be added to contributions should CIL regulations not be followed. Further details of what to submit and timescales in relation to the Community Infrastructure Levy can be found online at - https://www.gov.uk/guidance/community-infrastructure-levy . CIL forms can be found at - https://www.planningportal.co.uk/info/200126/applications/70/community_infrastructure_levy/5
4	CIL Phasing	This planning permission is a phased planning permission which expressly provides for development to be carried out in phases for the purposes of the Community Infrastructure Levy Regulations 2010 (as amended). Each Phase may be treated as a separate chargeable development for the purpose of the Community Infrastructure Levy Regulations 2010 (as amended).
5	Deemed discharge	All conditions are exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015 as the development was subject to an Environmental Impact Assessment.
6	Adverts	You are advised that any advertisements to be erected at the premises may require consent under the Control of Advertisement Regulations 2007.
7	Site Notices	Where applicable the developer/applicant is hereby advised to remove all site notices on or near the site that were displayed in pursuant to the application.
8	Pre-application	The applicant was provided with pre-application advice. The local planning authority was able to negotiate successfully with the applicant to amend the application so that it complied with the relevant policies. The Deputy Mayor has accordingly granted planning permission.
9	Further Approval and Consents	This approval only grants permission under Section 57 of the Town and Country Planning Act 1990. Further approval or consent may be required by other legislation, in particular the Building Regulations and you should contact Building Control, the London Borough of Newham before proceeding with the work.
10	Designing out crime	The applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) at each phase and notify this office of any changes to the planning application or approved scheme relevant to

		security or design layout. The services of MPS DOCOs are available free of charge and can be contacted via Docomailbox.NE@met.police.uk or during office hours via Telephone: 0208 217 3813.
11	Housing Ventilation	The mechanical ventilation to the bathrooms should comply with Part F of the Building Regulations 2010. Where the kitchen areas form part of a living room they should be provided with mechanical extract ventilation (or other approved alternative to a window opening) to prevent transmission of water vapour and odours to the living areas. Kitchens without windows should have mechanical ventilation to comply with the latest Building Regulations.
12	Food Law requirements	<p>The kitchen and other food areas of the premises need to comply in full with: EU 852/2004 as enforced by the Food Hygiene (England) Regulations 2006; EU 178/2002 as enforced by the General Food Regulations 2004; and the Food Premises Registration Regulations 1991, (under these regulations there is a requirement to register with the Environmental Health Service at least 28 days prior to opening. This form is accessible from Newham's website).</p> <p>All structural finishes and equipment must comply with the Catering Guide (industry) to Good Hygiene Practice.</p> <p>Particular Requirements of the Hygiene Legislation Include:</p> <ul style="list-style-type: none"> • Sufficient internal and external hygiene refuse storage capacity. The external store should be capable of accommodating standard Council wheeled bins of a total capacity appropriate to the scale of the business. External bins should not be placed in a position where they are likely to cause an obstruction. • Provision of double sink and wash-hand basin in main food preparation area. • Hot water supply to all wash-hand basins and sinks should preferably be from a gas fired balanced flue instant water heater. • Sufficient refrigeration and freezer capacity. • Sufficient hot food storage / display/capacity (if applicable). • Kitchen layout to facilitate separation of raw and cooked food handling and preparation. • Adequate artificial lighting levels throughout, achieved by means of fluorescent tube lights (minimum wattage 40 watts) fitted with diffusers. • Sufficient general ventilation to all rooms. • Extraction ventilation to food preparation areas/rooms must be capable of maintaining at least 20 air changes per hour. • Creation of a lobby between the WC and the food rooms. • All structural finishes, work surfaces and equipment to be of durable, smooth and impervious materials.
13	Lifting Operations and Lifting Equipment Regulations 1998 (LOLER)	The proposed passenger/goods lift must comply with the requirements of the Lifting Operations and Lifting Equipment Regulations 1998 (LOLER). There is a specific requirement that no new lift may be used unless it has either a certificate of thorough examination or a certificate of conformity to the relevant EU Directive. Normal commissioning documentation is not adequate. Use of a lift that does not comply with LOLER is a criminal offence. You should refer to your CDM planning supervisor to ensure compliance. Note: Compliance with Planning Law does not automatically mean that you will comply with more specific Health and Safety Law requirements.
14	Licensing	It is possible that some of the premises may need a licence under the Licensing Act 2003 for regulated entertainment (music, dancing etc.), supply of alcohol and the provision of late night refreshment. Any grant of the planning approval is without prejudice to the Council's right as Licensing Authority to either grant or refuse any application under the Licensing Act 2003. Application forms can

		<p>be obtained from the Licensing Team, 1st Floor, Town Hall Annexe, 330-354 Barking Road, E6 2RT, telephone 0203 373 1925 email Licensing@newham.gov.uk. Application forms are also available on the Council website at http://www.newham.gov.uk/YourEnvironment/AlcoholEntertainmentAndGamingLicences/PremisesLicence_LicensingAct2003.htm</p>
15	River Works Licence	The Applicant is reminded of the need for a river works licence for all works over mean high water, including the inter-tidal terracing.
16	National Grid overhead lines	<p>National Grid's Overhead Line/s is protected by a Deed of Easement/Wayleave Agreement which provides full right of access to retain, maintain, repair and inspect our asset. Statutory electrical safety clearances must be maintained at all times. National Grid recommends that no permanent structures are built directly beneath our overhead lines. These distances are set out in EN 43 – 8 Technical Specification for overhead line clearances Issue 3 (2004): http://www.nationalgrid.com/uk/LandandDevelopment/DDC/devnearohl_final/appendixIII/applIII-part2. The relevant guidance in relation to working safely near to existing overhead lines is contained within the Health and Safety Executive's (www.hse.gov.uk) Guidance Note GS 6 'Avoidance of Danger from Overhead Electric Lines'. Plant, machinery, equipment, buildings or scaffolding should not encroach within 5.3 metres of any high voltage conductors at the point where the conductors are under their maximum 'sag' or 'swing' conditions. Overhead Line profile drawings should be obtained using the above contact details. If a landscaping scheme is proposed as part of the proposal, we request that only slow and low growing species of trees and shrubs are planted beneath and adjacent to the existing overhead line to reduce the risk of growth to a height which compromises statutory safety clearances.</p>
17	Thames water underground assets	<p>The proposed development is located within 15 metres of Thames Water underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please see 'Working near our assets' guide to ensure workings are in line with the necessary processes that need to be followed if working above or near Thames Water pipes or other structures: https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes. Further information available from Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB</p>