

LONDON BOROUGH OF LEWISHAM

MINUTES of the meeting of the STRATEGIC PLANNING COMMITTEE held in ROOMS 1 & 2, CIVIC SUITE, LEWISHAM TOWN HALL CATFORD SE6 on THURSDAY 13 OCTOBER 2011 at 7.30pm.

Present

Councillors John Paschoud (Chair), Amrani, Bell, Curran, De Ryk, Fitzsimmons, Hall, Maslin and Till.

Apologies: Councillors Clutten.

Under Standing Orders: Councillors Long and Muldoon.

Officers: John Miller and Chris Brodie - Planning Service, Graham Harrington planning consultant for Planning Service, Adrian Cole – transport consultant for Planning Service, Paula Young - Legal Services, Catherine Paterson – Highways and Lesley Humphreys - Planning Committee Co-ordinator.

Minute No.

1. DECLARATION OF INTERESTS

There were no declarations of interests.

2. MINUTES

The Minutes of the Strategic Planning Committee meeting held on 15 September 2011 were agreed and signed by the Chair.

3. LAND TO THE NORTH AND SOUTH OF SURREY CANAL ROAD AROUND 'THE DEN' (MILLWALL FC STADIUM) (KNOWN AS THE SURREY CANAL TRIANGLE SITE) SE14, SE15 AND SE16 (Item 3 on the agenda)

The Chair excluded the press and public whilst the Committee discussed the confidential financial viability report prepared by consultants working for the Council which had been circulated prior to the meeting.

The public were then admitted and the Planning Officer drew attention to the following Update Report to the main Committee report, which was circulated to Members, officers and the public.

Update Report

Additional Comments on Planning Application

“Since the committee report was finalised, the Council has received the following comments on the application:

1. Further correspondence was received from **English Heritage** dated 04/10/11. This recommends that a planning condition (almost identical to the proposed Condition 35) and an informative be attached to any permission.

2. Email dated 04/10/11 from **occupant of Unit C Rollins House** objecting to the proposed multi-storey buildings on all counts, not least on traffic grounds. Particular concern about proximity and height of proposed new buildings on Plot Excelsior 3 and loss of two car parking spaces.
3. In an e-mail dated 05/10/11, **TfL Property** has withdrawn its previous objection to the application.
4. Letter from **Millwall FC** dated 11/10/11. The Club is pleased that many of its previous comments have been addressed, but wishes to highlight the following:
 - Multifaith Centre. MFC remain concerned that controls relate to ‘occasions’ of 1,000+ people. The exact figure should not be fixed by Committee now, but delegated to officers to determine following further discussions with MFC and Renewal;
 - MFC need to see the detailed drafting of a s.106 agreement to fully understand how the proposals would affect them and work in practice. Finalising the detailed provisions should be delegated to officers to enable further discussions on the detail to take place between the Council, MFC and the applicant; and
 - MFC understand that that the Metropolitan Police do have concerns about proposals for coaches to exit through home supporter territory and MFC want further discussions to take place between the Police, LBL, MFC and the applicant to determine a solution which is acceptable to all interested parties.

On the basis that (1) MFC’s ability to operate at the Stadium during the development construction period and beyond is not compromised by the proposals; and (2) the comments in this letter are incorporated in any Council resolution to grant permission, MFC can confirm its support for the proposals.

5. Undated letter of support received from **Chair of Lewisham Standing Advisory Committee for Religious Education** (SACRE) offering support for the proposed Multifaith Centre, including the prospect that a Centre might provide a home for the Multi Faith and Multicultural Resources Centre and the ability to support links between faith and cultural communities and schools and enhance community understanding.
6. E-mail from **TfL** dated 12/10/11. This raises the following detailed comments:
 - TfL considers that there would be “just enough” on-train capacity for passengers at Surrey Canal Road Station, not “more than sufficient” (8.2.58);
 - Report wrongly suggests that LBL is to make £3m available for a station (8.9.17);
 - Applicant should meet legal costs associated with s.106 agreement;
 - TfL wants to approve detailed junction designs at Surrey Canal Road (HoT 2, 2nd and 3rd bullets);
 - Seek clarification on scope of works in the area around a new Surrey Canal Road Station (HoT 1, 4th bullet);
 - TfL need to agree specification/management/location of bus driver facilities and design of private roads to be used by buses (HoT 2, 2nd bullet);
 - Financial contributions towards pedestrian/cycle routes should include proposed Rollins Street underpass (HoT 3, 5th bullet);
 - Clarification needed on proposed improvements to arches (HoT 3, 6th bullet);
 - TfL should be consulted on Phasing Plan (HoT 12, 1st bullet);

- Query need for flexibility in relation to ownership of Phase 1B (Hot 12, 5th bullet);
- 'Control' may be better word than 'own' in HoT 12, 5th bullet; and
- Works to Bridgehouse Meadows will need TfL's approval (HoT 19).

TfL's detailed comments on HoTs are addressed below where necessary.

7. Letter from **LB Southwark** dated 13/10/11. This confirms that no formal objection is raised to the proposed development, but sets out the following comments:

- Do not agree with officer conclusions and reiterate concerns relating to height, design and impact on views and heritage assets;
- Proposed mitigation is not sufficient to avoid harm to highway movement and safety;
- Risk that very considerable increase in passenger numbers at South Bermondsey Station will mean that the station (with poor access, lack of disabled access and inadequate waiting facilities) will be subject to further strain;
- Works to improve junctions in Southwark are not considered sufficient to avoid queuing, most notably:
 - Pressure on Ilderton Road. Request for £533,000 towards a road safety/pedestrian and cyclist scheme not accepted;
 - Pressure on Lower Road Gyratory. Request for £1,166,000 towards a gyratory scheme for pedestrians/cyclists/buses not accepted;
 - Proposed mitigation for the Surrey Canal Road/Ilderton Road junction is not sufficient and will result in significantly longer queues; and
 - Proposed mitigation for Ilderton Road/Rotherhithe New Road is not sufficient.
- Proposed limit in HoT 3 (third bullet) to only up to 20% of contribution towards improving pedestrian and cycle routes is unacceptable;
- Proposed HoT 20 should make clear that employment training schemes and opportunities should be open to Southwark residents/businesses;
- The terms of proposed HoT 14 are poor in that preferential access to sports facilities would only be available for 10% of the opening hours. The period of time for preferential access should be extended and include a proportion of the most popular evening and weekend periods; and
- The lack of financial contributions towards extra secondary school places is justified partly in relation to viability and partly in relation to a planned new secondary school for Rotherhithe. A new school for Rotherhithe is unfunded and it is not certain whether it will proceed and in any event is planned to meet the expanded populations within Bermondsey and Rotherhithe. If viability limitations mean that no money is available for secondary schools at the present time, any additional funds secured through later re-appraisals should be allocated first to secondary education to reflect this recognised need. Only after the appropriate sum is secured should any additional uplift be made available to fund affordable housing. Any sums secured should be available to be spent in Southwark or Lewisham according to need and new schools programmes.

LB Southwark's comments are addressed by way of proposed changes to HoT where necessary.

8. Letter from **Leathams (227-255 Ilderton Road)** raising reservations about the

impact of additional traffic on the section of Rollins Street between the railway bridge and Ilderton Road – including congestion impacting on the movement of traffic and possible loss of currently unrestricted on-road parking. Parking here is a facility that is used by many staff employed by local businesses who are unable to travel by public transport. Leathams employ 157 people at this address and any changes and development should not adversely impact on its ability to be able to continue to operate from this site.

Errata

Submitted Drawings

Applicant's Plans and other documents submitted with the application:

- Parameter Plan 08: This should be revision 16 (SC_SEW_01_008_45 **16**);
- Parameter Plan 11: This should be revision 23 (TOWN428 (08)5001 Rev 22 **23**);
- Landscape Colour Plan: This should be revision 6 (TOWN428 (08) 1001 R06); and
- Indicative Phasing Plan: This should be revision 4 (SC_SEW_02_006_03 **04**).

<u>Paragraph</u>	<u>Correction/Change/Update</u>
2.1.43	The planning permission relating to the site of 171-177 Ilderton Road (in Southwark) has now expired.
3.3.5	(Second bullet point) "Bolina Gardens between Plots Bolina North 1 and 2, Bolina West and Bolina East (predominantly soft landscaped, layout will incorporate emergency access to surrounding plots). Minimum 0.3ha, maximum: 0.3ha 0.4ha ."
3.3.5	(Third bullet point) "Stadium Avenue to the south west of the Stadium (mainly hard landscaped. Minimum 0.47ha, maximum 0.47ha 0.51ha ."
3.4.11	(Seventh bullet point) "Zone for water feature to provide a visual connection through the site and to provide an opportunity for surface water attenuation (to be located within Bolina Gardens, Stadium Avenue, Stadium Square and Surrey Canal Road)."
8.2.17	(Seventh bullet point) "The provision of a match-day crowd segregation line (segregating home and away supporters) between Bolina Road in the west, the proposed Bolina East Plot in the north, the existing away supporter's pedestrian route in the east and the stadium in the south."
Table 9	(MFC letter dated 22/03/11 – Effects on the pitch). The ES Addendum also assessed the transient overshadowing on 21 December (as well as March) as requested by Millwall.
Table 9	(MFC letter dated 22/03/11 – Pedestrian and vehicular movement, fourth line). "Proposed off-site coach parking for 6 16 more coaches."
8.8.22	"... The assumptions in the Planning Obligations SPD seek a financial contribution of approximately £1,928,000 £642,720 towards the costs of providing additional secondary school places (based on the estimate of 41 Secondary aged children associated with 2,400 new homes, 12% affordable housing by habitable room and the proposed dwelling mix)..."

8.8.40. "Employment estimates take account of commitments in the Development Specification, including a minimum of 37,000sqm or 20% of total floorspace of non residential space (whichever is the lower) and a maximum of 50,000sqm non-residential space and are based on recognised employment densities. This results in estimates of between 933 and 1,883 additional Full Time Equivalent (FTE) jobs or a net uplift of between 506 and ~~1,519~~ **1,456** FTE (taking account of the 427 potential FTE jobs that would be displaced as a result of proposed demolition). ..."

Corrected job figures also need to be included elsewhere in the report: EIA (4.5.24 and Table 6); population and employment (8.8.8); Business space (8.3.23); regenerative benefits (8.8.54) and objections and responses (Table 29).

8.9.43 "Developer to construct a temporary link from Zampa Road to ~~Surrey Canal Road~~ **South Bermondsey Station** in advance of the above, prior to first occupation of the first Phase and submitting a planning application to LB Southwark for this temporary link."

8.9.83 "... Further advice has been sought from Southwark Council, nevertheless if they are not amenable to the stopping up of highways within their jurisdiction, then it would be necessary to maintain Zampa Road as public highway and make the entirety of Stockholm Road an adopted highway up to the junction with ~~Surrey Canal Road~~ **Ilderton Road**."

8.10.30 "... Both Plots Excelsior 1 and Excelsior 2 (Guild House) would be between 21.8m and 23.9m (allowing for a ~~three~~ **two to three-storey** Business (B1) or **Business**/residential extension).

8.10.95 "The proposed parameters provide for the refurbishment of the existing three Storey Guild House (Plot Excelsior 2) for its existing use (Business (B1)/warehousing and distribution (B8) and the addition of a ~~two-storey~~ **two to three-storey roof** extension for either Business (B1) or **Business**/residential purposes. ..."

8.14.50 "... A central collection station would be provided, and it is expected that this will be constructed in Plot Orion (Indicative Phase ~~4B~~ **1A**). ..."

9.2.10 Millwall lease has 132 years to run (not 107 years as stated).

11.1.5 Proposed Heads of Terms (HoT)

HoT Proposed Change

- 1 Public Transport AS SET OUT, EXCEPT:
 - Incorporation of facilities for bus drivers (w.c. and mess room) and bus layovers **to an agreed TfL specification** prior to the bus services starting;

- 3 Financial contribution of £2m towards improving pedestrian and cycle routes around the site (triggers to be agreed). LB Southwark to be consulted on priorities, ~~with no more than 20% of contributions going to routes in Southwark;~~

- 5 South Bermondsey Station AS SET OUT, EXCEPT:
- “Developer to construct a temporary link from Zampa Road to ~~Surrey Canal Road~~ **South Bermondsey Station** in advance of the above, prior to first occupation of the first Phase and submitting a planning application to LB Southwark for this temporary link.”
- 7 Travel Plans, Coach Parking and Event Day Issues AS SET OUT, EXCEPT:
- “Prior to commencement of the first Plot of Senegal 2, Stadium Avenue or Bolina East **and following consultation with the Stadium Working Group**, the developer/MFC, to submit a Coach Strategy for event days **for** LBL’s approval **following consultation with the Metropolitan Police** (to include on-site provision for 10 coaches, off-site layover for at least 16 coaches, process for managing coach arrival and process for managing coach drop-off and process for managing departure **of coaches through the site**); and
- 12 Phasing and Land Assembly AS SET OUT, EXCEPT:
- A Grampian planning obligation and condition to prevent commencement of Phases 3, 4, 5 and 5A of the development until all the land (**other than Rollins House as identified on Parameter Plan 03: Existing Buildings to be Retained**) within Phase 1B is owned by the applicant and bound by the Section 106 requirements;
- 18 Sports Facilities and Multifaitth Centre Usage AS SET OUT, EXCEPT:
The number of ‘Occasions’ (defined as the use of the ‘Occasion’ space within the multifaitth centre or the use of the sports facilities for more than 4,000 ~~X~~ people [**to be determined in discussion between LBL/MFC and developer**] at one time) shall be limited to 12 in any 30 day period, with the timing of such ‘Occasions’ co-ordinated with Events at Millwall FC Stadium by a Cumulative Site Wide Management Plan, with Stadium Events taking priority over Occasions; and
- 20 “20. Education/Health/Training/~~Air Quality~~” AS SET OUT, EXCEPT:
- Local Employment Strategy to be submitted to and approved in writing by LBL upon submission of the first Reserved Matters application (**to include 50% targets for the percentage of construction and permanent jobs going to “local people” - to be defined to include persons who live or work within Lewisham and Southwark**).
- 38 Council and TfL Costs AS SET OUT, EXCEPT:
- **Developer to meet LBL and TfL’s reasonable legal costs associated with entering into a s.106 agreement to a capped fee and subject to a timeline for responses.**

12.5.1 Proposed Conditions

<u>Condition</u>	<u>Proposed Change</u>
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- 3 Revised Development Specification and Parameter Plans
The development shall be carried out in accordance with the Revised Development Specification (dated 2 September 2011) and the following Parameter Plans and Tree Removal Plan: AS SET OUT EXCEPT FOR THE FOLLOWING
- Parameter Plan 08 – Proposed Enclosed Car Parking Extent (SC_SEW_01_008_15 ~~16~~);
 - Parameter Plan 11 – Landscape and Open Space Plan, Ground Level (TOWN428(08)5001 Rev ~~22~~ **23**);
- 11 Condition - Restriction on development of Phases 3, 4, 5 and 5A
“Save for works of site clearance, demolition, remediation works, archaeological investigations surveys and diversion or laying of service media (but not involving the laying of any foundations for development) no works shall be carried out under this permission on any land within Phases 3, 4, 5 or 5A (as shown on Indicative Phasing Plan 006 Revision 04) unless and until:
- i) All interests in the land within Phase 1B (as shown on Indicative Phasing Plan 006 Revision 04) **other than Rollins House (as identified on Parameter Plan 03: Existing Buildings to be Retained)** have been acquired and are held by the same person who owns all interests in the land comprised within Phases 1A, 2 and 3 and title to the said land has been deduced to the local planning authority
 - ii) All interests in the said land have been bound by the terms of an Agreement entered into between the local planning authority and the applicant pursuant to section 106 of the Town and Country Planning Act 1990 (and other appropriate powers).”
- 26 Car Parking for Retail Uses
“Notwithstanding Condition ~~X~~ **21** no car parking (other than ‘blue-badge’ bays) shall be allocated or otherwise made available to staff working in or visitors visiting the permitted Retail Uses (Use Class A1, A2, A3, A4 and A5) in the Development.”
- 32 Sustainable Urban Drainage
“(i) No development in a particular Phase shall commence until proposed surface water drainage works consistent with the approved Site Wide Drainage Strategy (See Condition ~~X~~ **14**) for that Phase have been submitted to and approved in writing by the local planning authority (in consultation with the Environment Agency).”
- 33 Contaminated Land DELETE AND REPLACE WITH FOLLOWING:
“(a) **No development (including works of demolition) in a particular Phase shall take place until each of the following have been complied with:**
- i. **A site assessment has been carried out to survey and characterise the nature and extent of contamination, and its effect (whether on or off-site) and will require the**

submission of a conceptual site model, to the Council for approval.

ii. A site investigation report to characterise and risk assess the site, specifying rationale; and recommendations for treatment for contamination encountered (whether by remedial works or not) has been submitted to and approved in writing by the Council. No development shall commence until the gas, hydrological and contamination status has been characterised and risk assessed; and the required remediation scheme implemented.

(b) If during any works on the site contamination is encountered which has not previously been identified (“the new contamination”) the Council shall be notified immediately thereof; then the terms of paragraph (a) above, shall apply to the new contamination; and no further works shall take place on that part of the site and adjacent areas affected, until the requirements of paragraph (a) have been complied with in relation to the new contamination.

(c) Development in a particular Phase shall not be occupied until:

A closure report has been submitted to and approved in writing by the Council for development in the Phase in question.

This shall include verification of all measures, or treatments as required in (Section (a) i & ii) and relevant correspondence (including other regulating authorities and stakeholders involved with the remediation works) to verify compliance requirements, necessary for the remediation of the site have been implemented in full.

The closure report shall include verification details of both the remediation and post-remediation sampling/works, carried out (including waste materials removed from the site); and before placement of any soil/materials is undertaken on site, all imported or reused soil material must conform to current soil quality requirements as agreed by the authority. Inherent to the above, is the provision of any required documentation, certification and monitoring, to facilitate condition requirements.

Reason: To ensure that the Council may be satisfied that potential site contamination is identified and remedied in view of the historical use(s) of the site, which may have included industrial processes, and to comply with Policies ENV.PRO 10 (Contaminated Land) in the Adopted Unitary Development Plan (July 2004) and Policy 5.21 (Contaminated land) in the London Plan (July 2011).”

12.5.1 Informatives

DELETE INFORMATIVES (1) AND (2) AND REPLACE WITH FOLLOWING:

- (1) "Applicants are advised to read 'Contaminated Land Guide for Developers'(London Borough's Publication 2003), on the Lewisham web page, before complying with the above condition. All of the above must be conducted in accordance with DEFRA and the Environment Agency's (EA) - Model Procedures for the Management of Land Contamination, CLR 11 and Planning Policy Guidance 23 (PPS 23)."
- (2) "Applicants should also be aware of their responsibilities under Part IIA of the Environmental Protection Act 1990 to ensure that human health, controlled waters and ecological systems are protected from significant harm arising from contaminated land. Guidance therefore relating to their activities on site should be obtained primarily by reference to DEFRA and EA publications."

NEW INFORMATIVE

- (11) "The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with appropriate English Heritage guidelines."

The Planning Officer advised that section 4.1.1 of the report on page 34 should state that the relevant EIA regulations are the Town and Country Planning (EIA) Regulations 1999 because the application was submitted prior to August 2011 when the 2011 regulations came into force. He gave a PowerPoint presentation and outlined the history of the site and the details of the proposal to Members.

The Committee received verbal representations from Mushtaq Malik of Renewal New Bermondsey Two Ltd, a PowerPoint and verbal presentation from members of Ministry of Youth, together with a PowerPoint and verbal presentation from David West of Studio Egret West in support of the application. The applicants also displayed a model of the proposed scheme.

At 9.05pm the Chair adjourned the meeting for five minutes.

The Committee received verbal representations from Keith Mitchell of Peter Brett Associates and addressed issues raised by Members regarding transport issues.

At 9.41 pm Councillor Curran moved a Motion under Standing Orders to defer consideration of the item to a future meeting of the Strategic Planning Committee in order to allow Members more time to consider the application.

Members voted on the Motion as follows:-

FOR: Councillor De Ryk.

AGAINST; Councillors John Paschoud (Chair), Amrani, Fitzsimmons, Hall, Maslin and Till.

The Motion was not carried and the meeting recommenced.

The Committee received verbal representations from Jordana Malik of Renewal New Bermondsey Two Ltd and outlined details of the proposed Multifaith Centre.

The Committee received verbal representations from the occupier of Unit 17 Excelsior Works Rollins Street, and from the occupier of Unit 23 Orion Business Centre Surrey Canal Road objecting to the proposal.

Councillor Long as Ward Member spoke under Standing Orders in favour of the proposal.

Councillor Muldoon as Chair of the Council's Transport Liaison group spoke under Standing Orders in favour of the proposal, particularly regarding transport issues.

Councillor John Paschoud (Chair) asked the Planning Officer to address the issues raised by Members and the objectors.

Councillor Maslin moved a Motion to accept the officer's recommendations as set out in the report incorporating the amendments as set out in the Update Report and to further amendments regarding the proposed Heads of Terms for a section 106 agreement in relation to an affordable housing review mechanism and access to the proposed sports facilities as proposed by the Committee and outlined by the Planning Officer, which was seconded by Councillor Till. The proposed further amendments were as follows:

13 (4th bullet point) "Review mechanism to secure an uplift up to the maximum possible amount, according to financial viability criteria, of Affordable Housing, up to an overall maximum of 50% by habitable rooms."

14 (1st bullet point) "Sports Facilities Strategy to be submitted to and approved by LBL that sets out how the proposed sports facilities are to be made available to local people and schools in Lewisham and Southwark at a subsidised rate for a minimum of 20% of the opening hours of the proposed facilities".

Members voted as follows:-

FOR: Councillors John Paschoud (Chair), Amrani, Curran, De Ryk, Fitzsimmons, Hall, Maslin and Till.

AGAINST: Councillors Bell.

RESOLVED that in respect of Application No. DC/11/76357 as revised:-

- (i) To agree the proposals and refer the application, the report and any other required documents to the Mayor for London (Greater London Authority) under Article 5 of the Town and Country Planning (Mayor of London) Order 2008 (Categories 1A, 1B, 1C and 3E of the Schedule of the Order).
- (ii) Subject to no direction being received from the Mayor of London, refer the application to the Secretary of State under the Town and Country Planning (Consultation) (England)

Direction 2009 (paragraph 5), as a departure from the development plan involving the creation of more than 5,000 square metres of floorspace at an out of centre site.

- (iii) Subject to no direction being received from the Secretary of State, officers be authorised to negotiate and complete a legal agreement under Section 106 of the 1990 Act (and other appropriate powers) to cover the following principal matters, including such other amendments as considered appropriate to ensure the acceptable implementation of the development, as follows:-

1. Public Transport:

- Financial contribution to meet the outstanding cost to provide a new Surrey Canal Road Station (currently outstanding costs are estimated to be £10m including 40% contingency);
- The contribution is to be payable on request from TfL, but not earlier than making a material start on the development. TfL to deliver the Station and open it to passenger use within 24 months of payment, or within 24 months from the first occupation of dwellings on the site, or before first occupation of a multifunction centre, or D2 floorspace – whichever is the later;
- TfL is to permit independent financial review, set out payment forecasts and commit to full disclosure of all tenders and contract information;
- Developer to also undertake works to improve the external appearance of the Station and its surrounds, including the station forecourt and land on both sides of Surrey Canal Road;
- Financial contribution of up to £6.6m towards the provision of two bus routes (one to or via Lewisham Town Centre and one to the central London). The payment of this contribution is to be phased. The first payment is to be linked to development commencing on Plot Timber Wharf or any Plot providing D2 floorspace whichever is the earlier. The second payment is to be linked to development commencing on Plot Stockholm 1 or Stockholm 2, whichever is the earlier. TfL is to start providing bus service on first occupation of this space, subject to suitable road(s) being provided. Minimum level of service to be agreed;
- Incorporation of facilities for bus drivers (w.c. and mess room) to an agreed TfL specification prior to the bus services starting;
- Specific new roads to be built to be suitable for buses;
- Financial contribution of £100,000 towards new and improved bus stops in the surrounding area and along new proposed bus routes including selective provision of real-time travel information, payable in line with similar triggers to the bus route contribution; and

- Financial contributions towards traffic management measures to assist bus movements on Surrey Canal Road, notably at the Trundleys Road junction, estimated to cost a maximum of £30,000.

2. Highways:

- Developer to raise carriageway of Surrey Canal Road (to enable suitable gradients), locate DHN/Envac pipes under the road and provide a new signalised pedestrian crossing prior to the first occupation of Plots Excelsior 1, 2, 3, 4 or 5, Timber Wharf 1 or 2, or Stockholm 1 or 2);
- Developer to construct north-south road between Rollins Street and Surrey Canal Road west of Excelsior to approved detailed design (following consultation with TfL) no later than first occupation of dwellings in Plots Timber Wharf);
- Subject to all necessary land being made available, developer to construct north-south road between Rollins Street and Surrey Canal Road east of Excelsior to approved detailed design (following consultation with TfL prior to first occupation of the first dwelling in Plots Excelsior 1, 2, 3, 4 or 5 or within 24 months of the construction of the road (whichever is the earlier);
- Developer to undertake works to Stockholm Road/Ilderton Road junction no later than first occupation of dwellings in Plots Stockholm 1 or 2, Senegal Way 1 or 2 or Stadium Avenue (whichever earlier);
- Developer to undertake works to Zampa Road/Ilderton Road junction no later than first occupation of dwellings in Plots Bolina North 1 or 2, Bolina East or Bolina West (whichever earlier);
- Developer to undertake works to Surrey Canal Road/Ilderton Road prior to the commencement of bus services referred to under Public Transport above;
- Developer to undertake works to Bolina Road north of the application site no later than first occupation of dwellings in Plots Bolina North 1 or 2, Bolina East or Bolina West (whichever earlier); and
- Developer/MFC to construct Stadium Avenue no later than first occupation of Plot Stadium Avenue.

3. Traffic Management, Pedestrian/Cycle Routes:

- Developer to divert Bolina Road (no later than first occupation of dwellings in any of the Plots Bolina East, Bolina West and Bolina North 1 and 2);
- Financial contribution of up to £50,000 to monitor conditions at the Ilderton Road/Rotherhithe New Road junction and implement minor enhancements if required (trigger to be agreed);
- Financial contribution of £100,000 towards the Old Kent Road Signal Works (trigger to be agreed); and

- Financial contribution of £50,000 towards implementing traffic management measures to dissuade 'rat running' along Rollins Street and to assist bus movements on Surrey Canal Road (upon commencement of first north-south road between Rollins Street and Surrey Canal Road);
- Financial contribution of £2m towards improving pedestrian and cycle routes around the site (triggers to be agreed). LB Southwark to be consulted on priorities;
- Developer to undertake works to railway arches and underpasses at South Bermondsey, Zampa Road, Stockholm Road and Rollins Street, those in Bolina Road and arches and underpasses created or affected by works carried out in association with the ELLE (with works including refurbishment to existing structures and lighting and finishes to walls, soffits and paving);
- Financial contribution of £75,000 towards Legible London for implementation of signage/other improvements to encourage walking (triggers to be agreed); and
- MFC to work in partnership with others to investigate the possibility of the Away Supporters Route being used on non-match days.

4. Parking/Cycle Hire/Car Club:

- Residential car parking spaces to be allocated to occupiers of private and affordable dwellings in proportion with the percentage of private and affordable homes provided;
- MFC to have access to 150 car parking spaces on event-days in Stadium at all times throughout the construction period and on completion of development for the period 4 hours before the scheduled start of an event to 4 hours after the event finishes;
- MFC to have access to a minimum of 40 car parking spaces on on-event days at all times throughout the construction period and on completion of development ;
- MFC to have access to a maximum of 80 car parking spaces on non-event days when conferencing is taking place in Stadium at all times throughout the construction period and on completion of development;
- Developer to safeguard provision of cycle docking station(s) within public realm areas for 35 cycles within public realm areas); and
- Provision of car club and ongoing management (triggers to be agreed).

5. South Bermondsey Station:

- Developer to work with others to provide a new permanent pedestrian and cycle access to South Bermondsey Station direct from the north west corner of the site;

- Developer to submit a planning application(s) to LB Southwark and LB Lewisham for the proposed link to the Station within 12 months of the grant of permission and to bring the link into use no later than first occupation of Phase 5;
- Developer to construct a temporary link from Zampa Road to South Bermondsey Station in advance of the above, prior to first occupation of the first Phase and submitting a planning application to LB Southwark for this temporary link;
- Proposed temporary and permanent link to South Bermondsey Station are to be closed during the egress of people from an event at Millwall FC Stadium unless the Council agrees that they can be appropriately managed; and
- Developer to work with others to improve passenger facilities (including step free access to platforms) at the Station.

6. Possible Controlled Parking Zone(s)

- Developer to pay up to £250,000 to LB Lewisham and LB Southwark towards consulting on and potentially creating a car parking zone(s) around the site, subject to separate process and consultation (triggers to be agreed); and
- None of the occupiers of the development will be eligible for a parking permit to park on adopted roads in Lewisham or Southwark.

7. Travel Plans, Coach Parking and Event Day Issues

- Developer/MFC to appoint a Site Wide Travel Plan Coordinator, the establishment of a Travel Plan Steering Group, the implementation of approved Phase specific Travel Plans and introduction of monitoring mechanisms, in accordance with the SLFTP (September 2011).
- Developer and MFC to keep agreed area free from obstruction for emergency vehicles and pedestrians for period commencing 4 hours before the beginning of an event until 4 hours after the end of an event;
- Prior to commencement of the first Plot of Senegal 2, Stadium Avenue or Bolina East and following consultation with the Stadium Working Group, the developer/MFC to submit a Coach Strategy for event days for LBL's approval following consultation with the Metropolitan Police (to include on-site provision for 10 coaches, off-site layover for at least 16 coaches, process for managing coach arrival and process for managing coach drop-off and process for managing departure of coaches through the site); and
- Coach parking spaces to be made available for use by MFC (event days only – exclusive use for 4 hours before

until 4 hours after an event), multifaith centre, hotel and sports facilities.

8. Permission for Buses to Run over Private Land

- Developer to allow TfL to run buses on certain roads (at no cost to TfL) and for the public to have access at all times to bus stops on these roads and to provide access for maintenance. Developer to provide bus driver facilities (at no cost to TfL).

9. Access Options

- Prior to submission of Reserved Matters application relating to Senegal 1 and/or Senegal 2, the developer is to submit a Senegal Access Strategy for LBL's approval;
- In the event that an access road to the east of Senegal 1 and 2 can reasonably be provided, the developer is to submit a planning application for the delivery of this road concurrently with Reserved Matters application for Plots Senegal 1 and 2; and
- Developer to construct an approved access road prior to the first occupation of these Plots.

10. Taxis

- Developer to provide taxi-ranks and drop-off facilities (minimum of 4 taxis) in conjunction with the relevant phase.

11. Olympic Road Network

- None of the works to Surrey Canal Road or Surrey Canal Road Station are to be undertaken before September 2012.

12. Phasing and Land Assembly

- Following liaison between Developer and MFC and discussion at the Stadium Working Group, a Phasing Plan to be submitted to and approved by LBL before any Reserved Matters application is submitted for approval (with approval deemed to have been granted if no decision within 30 working days); and
- Development to be built out in accordance with most up-to-date approved Plan;
- A planning obligation to require the developer to use all reasonable endeavours to secure sufficient control over all the land in the site (either by way of ownership or formal partnership agreements with other owners);
- A Grampian planning obligation to prevent commencement of the relevant phase(s) of the development until all the land is controlled by the applicant and bound by the section 106 agreement;
- A Grampian planning obligation and condition to prevent commencement of Phases 3, 4, 5 and 5A of the development until all the land (other than Rollins House as identified on Parameter Plan 03: Existing Buildings to

- be Retained) within Phase 1B is owned by the applicant and bound by the Section 106 requirements;
- A planning obligation to require the developer to enter into a CPO Indemnity Agreement with the Council prior to implementation of the development to ensure that the costs associated with the promotion and implementation of any necessary CPO are underwritten by the applicant; and
- A planning obligation to require a Deed of Confirmation/Deed of Adherence to bind those areas of the application site which are not bound at the completion of the s106 agreement.

13. Housing

- Affordable Housing to be included in all Phases up to a maximum of 50% by habitable rooms, except for Phase 1A (Plot Orion), where 0 to 50% Affordable Housing is permitted;
- 12% of all habitable rooms provided on the site (excluding Phase 4) shall be provided as Affordable habitable rooms (25/27% Social Rented and 73/75% Shared Ownership);
- 12% of all habitable rooms in Phase 4 shall be provided as Affordable habitable rooms (25/27% Social Rented and 73/75% Shared Ownership);
- Review mechanism to secure an uplift up to the maximum possible amount, according to financial viability criteria, of Affordable Housing, up to an overall maximum of 50% by habitable rooms; and
- No more than 55% of dwellings in any one phase shall have the same number of bedrooms, except in Plots Timber Wharf and Bolina North 1 and 2, where no more than 65% of dwellings are to have the same number of bedrooms.

14. Access to Sports Facilities

- Sports Facilities Strategy to be submitted to and approved by LBL that sets out how the proposed sports facilities are to be made available to local people and schools in Lewisham and Southwark at a subsidised rate for a minimum of 20% of the opening hours of the proposed facilities.
- Facilities to be managed by the Surrey Canal Sports Foundation (which has already been established) with the objectives of promoting healthy recreation;
- The developer to provide administrative and fundraising support to the Foundation to help it raise funding for charitable and voluntary groups which serve the communities of Lewisham and Southwark
- The Foundation is to provide preferential access to all Lewisham and Southwark residents and give concessionary rates to those in full time education.

15. Lions Centre and Millwall Community Scheme

- The Lions Centre (the existing home of the MCS) shall remain fully operational during the course of construction of the development until (other than during construction works of Plot Bolina East) and that it shall not be demolished until such times as a replacement facility in accordance with an approved strategy is built and made fully operational;
- The submission of a Strategy for the Council's approval, prior to the submission of any Reserved Matters application relating to a D2 use, setting out the future needs of the MCS and how these needs are to be accommodated within the Development;
- The Strategy shall include details of (a) how the accommodation needs of the MCS are to be accommodated within the Sports Facilities within the Development (or failing that elsewhere) and how they can be accommodated and be operational prior to the demolition of the existing Lions Centre; and (b) how the two five-a-side playing pitches (of at least 40m x 60m) are to be re-provided within the development or failing that elsewhere;
- The submitted strategy must be based on liaison with the Trustees of the MCS, MFC, The FA and Sport England (with evidence of this liaison and agreement of terms with the Trustees being submitted with the Strategy);
- The Council is to consult with MCS, MFC, The FA and Sport England before approving a Strategy; and
- An approved Strategy is to be implemented in full.

16. Millwall Memorial Garden

- A Strategy setting out proposals for the relocation of the Memorial Garden on to land owned by MFC is to be submitted to LBL before development commences on Plot Senegal Way 1;
- The Strategy is to include: (a) details of location, size and access arrangements of a replacement Garden; (b) detail so relocation of tree, soil and plaques; (c) timing of replacement ; and (d) any interim provision that may be necessary;
- An approved Strategy is to be implemented in full and funded by MFC.

17. Multifaith Centre

- Building to be designed as a modular building, so that organisations of various faiths have their own worship space, whilst sharing communal facilities;
- The Centre shall include a shared 'occasion' space for hire for religious and non-religious celebrations by people of all faiths and those of none;

- The Centre is to include an enclosed foyer for people to meet before and after an occasion; and
- Centre to be managed by a Centre Management Team that will co-ordinate the day-to-day use of the facility.

18. Sports Facilities and Multifaith Centre Usage:

- The number of 'Occasions' (defined as the use of the 'Occasion' space within the multifaith centre or the use of the sports facilities for more than X people [to be determined in discussion between LBL/MFC and developer] at one time) shall be limited to 12 in any 30 day period, with the timing of such 'Occasions' co-ordinated with Events at Millwall FC Stadium by a Cumulative Site Wide Management Plan, with Stadium Events taking priority over Occasions; and
- An 'Occasion' will not commence or finish within the period 1.5 hours before or 1 hour after an Event at the Stadium.

19. Bridgehouse Meadows

- Prior to occupation of 950 dwellings, payment to LBL of £1,000,000 towards improvement, management and maintenance of Bridgehouse Meadows including pedestrian and cycle routes to and from and across the space (or direct works by the applicant to the value of £1,000,000).

20. Education/Health/Training

- Prior to occupation of 950 dwellings, payment to LBL of £1,343,601 towards the creation of additional Primary school places in PPPL5;
- Local Employment Strategy to be submitted to and approved in writing by LBL upon submission of the first Reserved Matters application (to include 50% targets for the percentage of construction and permanent jobs going to "local people" – to be defined to include persons who live or work within Lewisham and Southwark);
- Financial contributions towards Employment and Training as follows: £200,000 upon making a material start on the first phase; £50,000 upon making a material start on each of the subsequent phases, subject to a maximum of £400,000;
- Provision and marketing of a children's nursery space of at least 400sqm internal shell and core space and 200sqm external space in Plot Bolina West; and
- Provision and marketing of a health facility of at least 415sqm internal shell and core space in Plot Bolina West or Bolina East.

21. Publicly Accessible Open Space Areas

- Public to have access to areas on every day of the year, except for specified purposes;

- Management and maintenance details to be submitted to and approved in writing by LBL before commencement of development; and
- Developer and MFC to insure against and damage, loss or injury.

22. Business Centre (Incubation Space)

- At least 1,000sqm;
- An office specification facility that offers cellular office spaces in a range of unit sizes with communal wc and kitchen facilities, reception/foyer and meeting rooms;
- A managed facility that would also provide access to a number of central services;
- Tenancies to be on an all inclusive basis that includes the cost of Rates and Service Charge; and
- Tenancies on flexible licence terms from one month.

23. Creative Industries Hub

- At least 1,000sqm;
- Basic level of accommodation in a range of unit sizes with communal, wc and kitchen facilities, reception and foyer;
- Each unit to be serviced with basic services;
- Tenancies to be on an inclusive basis that includes the cost of Rates and Service Charge; and
- Tenancies on flexible licence terms from one month.

24. Relocation Strategy

- Relocation Strategy to be submitted to and approved in writing by LBL within three months from date of permission; and
- The Strategy shall set out what support is to be provided by whom over what period and include (a) relocation website connecting to active commercial agents; (b) advice on negotiating terms, (c) flexible tenancies to facilitate easy relocation as opportunities arise, (d) identification of opportunities to relocate tenants from early phases of the proposed development into vacant units in later phases, (e) liaison with owners of local industrial estates to identify opportunities for businesses to relocate in the area, and (f) masterplan progress newsletter to occupiers of all existing non-residential properties within the planning application boundary.

25. Stadium Working Group

- A Working Group is to be established within one month of planning permission being granted, to be made up of representatives from the Developer and MFC (and their respective contractors), LBL, the Metropolitan Police and other interested parties. The parties will meet every fortnight or as otherwise agreed. The Group will: (a) consider and comment on draft Phasing Plans; (b)

consider and comment on detailed construction timetables; (c) consider and comment on draft Cumulative Site Management Plans; (d) consider and comment on detailed landscaping (including hard and soft landscaping specification and tree location and type), lighting and CCTV proposals for the public realm; and (e) oversee the preparation, implementation, monitoring and review of Stadium Construction Management Plans and Stadium Event Day Management Plans.

26. Stadium Construction Management Plan

- A Construction Management Plan is to be submitted to and approved by LBL before works commence in a particular Phase covering: (a) Construction logistics to ensure safe ingress, egress and evacuation from Stadium at all times, taking account of Events already programmed to take place and setting out a mechanism for agreeing how additional proposed Events are to be facilitated; (b) Construction works on all Plots to stop for the period 4 hours before to 4 hours after an Event at the Stadium; (c) Developer and MFC contractors to undertake any necessary remedial work to construction sites to enable Events to take place; and (d) Construction logistics to ensure the maintenance of vehicular and pedestrian access to and from the Stadium on Event days and MFC access to 150 on-site car parking spaces and 10 on-site coach parking and 3 on-site coach drop-off spaces on Event Days; and
- Construction to be carried out in accordance with approved details.

27. Stadium Event Day Management Plan

- Stadium Event Day Management Plan to be submitted to and approved in writing by LBL before development in any Phase is first commenced. Development in subsequent Phases shall not be commenced until subsequent versions of the Plan have been submitted to and approved, with each submission providing evidence of prior liaison with the Stadium Working Group. The Plan is to cover (a) segregation of home and away supporters, (b) litter removal, (c) crowd control, (d) crowd reservoir areas, (e) management of vehicular and pedestrian access, (f) Station Control and queue management at South Bermondsey and Surrey Canal Road Stations, (g) required temporary road closures, (h) car and coach parking, (i) OBU parking and management, (j) signage and information, (k) Police liaison, (l) the operation of the water feature/s, (m) litter collection, and (n) how Events at the Stadium and Occasions in the Multifaith Centre and Sports Facilities are to be co-ordinated, timetabled and managed

(including how Events in the Stadium are to be given priority);

- Millwall FC is to give notice to the Developer and the Council of every Event at Millwall FC Stadium within 24 hours of themselves being notified; and
- Development to be occupied and managed in accordance with an approved Stadium Event Management Plan, which may be revised from time to time with the prior written agreement of the Council (following consultation with the Working Group).

28. Cumulative Site Management Plan

- Cumulative Site Management Plan to be submitted to and approved in writing by LBL before development in any Phase is first commenced. Development in subsequent Phases shall not be commenced until subsequent versions of the Plan have been submitted to and approved, with each submission providing evidence of prior liaison with the Stadium Working Group. The Plan is to cover management and maintenance of (a) Publicly Accessible Open Spaces and non-adopted highways, (b) car parking on non-adopted highways, (c) Management of Surrey Canal Road, (d) hard and soft landscaping within public areas, (e) Play space, (f) communal residential amenity space, (g) signage and information, (h) lighting, (i) CCTV, (j) the hours of use of the multifaith centre and (k) how occupiers of premises within the site are to be kept informed of the Plan; and
- Development to be occupied and managed in accordance with an approved Cumulative Site Management Plan, which may be revised from time to time with the prior written agreement of the Council (following consultation with the Stadium Working Group).

29. Access Forum

- An Access Forum is to be established and consider detailed proposals before they are submitted to LBL for approval;
- Forum to hold first meeting within one month of being established; and
- Developer and MFC to have full regard to recommendations in formulating detailed proposals.

30. Design Quality Panel

- Developer and MFC to continue support for the SCT Design Panel;
- SCT Design Panel to consider detailed proposals before they are submitted to LBL for approval; and
- Developer and MFC to have full regard to recommendations in formulating detailed proposals.

31. Design Quality

- Public Art Strategy to be submitted to and approved in writing by LBL prior to submitting the first Reserved Matters application;
- Before any Plot is first occupied - Approved Public Art Strategy to be implemented; and
- Vacant Ground Floor Unit Strategy to be submitted to and approved in writing by LBL prior to submitting the first Reserved Matters application – approved Strategy to be implemented.

32. Energy and Environmental Sustainability

- Single Energy Centre to be provided within first Plot to be developed and each Plot to be connected to it to from a District Heating Network;
- Each Reserved Matter application to include plant and infrastructure to link each Plot to the Single Energy Centre;
- Each plot is to contain or be linked to a CHP plant, unless the plant is to be linked to SELCHP before first occupation and where CHP plant is installed prior to connection to SELCHP, it can be decommissioned and removed upon connection to SELCHP (unless it is needed for back-up);
- Developer to use all reasonable endeavours to link the Single Energy Centre to SELCHP, including the implementation of a number of specific measures;
- The Single Energy centre shall have a floorspace of at least 800sqm. Before such times as the Centre is connected to SELCHP, the Centre shall accommodate a CHP plant of at least 1MW of electrical capacity and large floor mounted natural gas fired boilers sufficient to provide for the heating demands of the development as a whole;
- Plots Orion, Excelsior 2, Timber Wharf 1 and Timber Wharf 2 to include a total of at least 3,000sqm of photovoltaic panels to provide electricity for development in those plots;
- The minimum reductions in CO2 emissions from the preferred SELCHP plus PV option shall be 2,900 tonnes per annum and the minimum reductions from the on-site CHP plus PV option shall be 2,600 tonnes per annum;
- Detailed energy statements in support of reserved matters applications for a particular plot or plots shall set out predicted CO2 savings against the above minimum reductions and demonstrate to what extent the detailed proposals are expected to contribute towards meeting the minimum requirements;
- In the event that, despite the use of all reasonable endeavours to ensure that the development fully contributes to CO² emission reductions, the energy standard of the relevant CfSH level is not met, the developer and MFC shall make the appropriate financial contributions to Lewisham's carbon offset fund; and

- Developer to use all reasonable endeavours to provide a viable Private Wire connection between each phase of the development and SELCHP.

33. Sustainable Design and Construction

- Use of lower embodied energy materials wherever possible, including specific commitments; and
- Establishment of review and monitoring mechanisms to ensure that the specification of all materials takes full account of the Green Guide to Specification.

34. Waste Management and Envac

- Developer and MFC to incorporate Envac waste disposal system to serve all Plots and use of all reasonable endeavours to connect to the Stadium;
- A Central Receptor Station to be provided within first Plot to be developed;
- No development shall be occupied until an operational ENVAC system is in place;
- The developer shall be responsible for the maintenance and repair of the ENVAC system;
- Household waste shall be collected in three streams (refuse, recycling and organic) and non-residential waste shall be collected in three streams (refuse, recycling and organic) requiring the central collection station to include six separate waste storage units to keep household and non-household waste separate;
- The three separate portals in the residential cores shall be suitably identified (refuse, recycling and organic) to help ensure occupiers to use the correct portal;
- The developer shall provide the Council with separate monthly monitoring reports on the amount (tonnes) for household and non-residential waste collected at the central collection station for each of the three waste streams (refuse, recycling and organic); and
- The developer and MFC shall be responsible for the collection and disposal of waste from the proposed streets and publicly accessible areas, with the proposed location and size of bins being approved by the Council in advance of installation.

35. Landscape/Ecology/Nature Conservation

- Proposals for maximising opportunities for composting of organic waste and how these opportunities are incorporated in to detailed designs for private and communal amenity spaces; and
- Work with TfL and LBL to ensure Bridgehouse Meadows includes play areas (particularly for children over 11).

36. Millwall FC Stadium

- FC to submit Reserved Matters application for improvements to the façade (north, west and south) of

the Stadium and Stadium Avenue before development commences on the first Plot of Senegal 2, Stadium Avenue or Bolina East ;

- Approved proposals to be implemented prior to the occupation of the last dwelling in either Plot Senegal Way 2 or Stadium Avenue (whichever is the earlier); and
- Prior to commencement of Plot Senegal Way 2, MFC to submit to the Council for approval details of the replacement grounds-person's store, with approved details for the interim provision of the store being implemented in full before the demolition of the existing store.

37. CCTV

- Phase-wide CCTV Strategy to be submitted to (following consultation with the Stadium Working Group) and approved in writing by LBL prior to commencement of development in a particular phase – Implementation of Strategies.

38. Council Costs

- LBL monitoring costs; and
- Financial contributions to fund on-going consultant and project management costs
- Developer to meet LBL and TfL's reasonable legal costs associated with entering into a s.106 agreement to a capped fee and subject to a timeline for responses.

39. LBL Development Monitoring

- At the end of April each year, the Developer is to provide LBL with specific information.

- (iv) Upon completion of a satisfactory legal agreement, the Head of Planning be authorised to grant planning permission for the reasons set out in paragraphs 12.4 of the report and subject to the conditions including those as set out in paragraph 12.5 of the report with amendments to conditions (3), (11), (26), (32) and (33) as set out below and any such further amendments as considered appropriate to ensure the acceptable implementation of the development:-

(3) Revised Development Specification and Parameter Plans

The development shall be carried out in accordance with the Revised Development Specification (dated 2 September 2011) and the following Parameter Plans and Tree Removal Plan:

- Parameter Plan 03 – Existing Buildings to be Retained (SC_SEW_01_003_07);
- Parameter Plan 04 – proposed Minimum and Maximum Block Extent and Heights (SC_SEW_01_004_21);
- Parameter Plan 05 – Proposed Lower Floor Uses (SC_SEW_01_005_19);

- Parameter Plan 06 – Proposed Upper Floor Uses (SC_SEW_01_006_18);
- Parameter Plan 07 – Proposed Ground Levels (SC_SEW_01_007_20);
- Parameter Plan 08 – Proposed Enclosed Car Parking Extent (SC_SEW_01_008_16);
- Parameter Plan 09 – Proposed Car Parking Extent Below Ground (SC_SEW_01_009_15);
- Parameter Plan 10 – Proposed Access, Circulation and Streets (17004/001/047/U);
- Parameter Plan 11 – Landscape and Open Space Plan, Ground Level (TOWN428(08)5001 Rev 23);
- Parameter Plan 12 – Landscape and Open Space Plan, Roof Level (TOWN428(08)5002 Rev 15);
- Parameter Plan 13 – Proposed Critical Distances (SC_SEW_01_013_01); and
- Tree Removal Plan (TOWN428 (08) 3001 Rev 09).

11. Condition - Restriction on development of Phases 3, 4, 5 and 5A

Save for works of site clearance, demolition, remediation works, archaeological investigations surveys and diversion or laying of service media (but not involving the laying of any foundations for development) no works shall be carried out under this permission on any land within Phases 3, 4, 5 or 5A (as shown on Indicative Phasing Plan 006 Revision 04) unless and until:

- i) All interests in the land within Phase 1B (as shown on Indicative Phasing Plan 006 Revision 04) other than Rollins House (as identified on Parameter Plan 03: Existing Buildings to be Retained) have been acquired and are held by the same person who owns all interests in the land comprised within Phases 1A, 2 and 3 and title to the said land has been deduced to the local planning authority
- ii) All interests in the said land have been bound by the terms of an Agreement entered into between the local planning authority and the applicant pursuant to section 106 of the Town and Country Planning Act 1990 (and other appropriate powers).

26. Car Parking for Retail Uses

Notwithstanding Condition (21) no car parking (other than 'blue-badge' bays) shall be allocated or otherwise made available to staff working in or visitors visiting the permitted Retail Uses (Use Class A1, A2, A3, A4 and A5) in the Development.

32. Sustainable Urban Drainage

- (i) No development in a particular Phase shall commence until proposed surface water drainage works consistent with the approved Site Wide Drainage Strategy (See Condition 14) for that Phase have been submitted to and approved in

writing by the local planning authority (in consultation with the Environment Agency). Where a sustainable drainage scheme is to be provided, the submitted details shall:

- (a) Provide information about the design storm period and intensity, including calculations for storm events up to the critical duration 100 year plus climate change event, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters. The drainage arrangements shall demonstrate that no surface water flooding occurs on site up to the 1 in 30 year return period and no offsite flooding occurs up to the 1 in 100 year plus climate change return period;
 - (b) Include a timetable for its implementation; and
 - (c) Provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.
- (ii) The approved surface water works shall be provided before building(s) in any Plot in the particular Phase are occupied and shall thereafter be retained thereafter.

33. Contaminated Land

- (a) No development (including works of demolition) in a particular Phase shall take place until each of the following have been complied with:
 - iii. A site assessment has been carried out to survey and characterise the nature and extent of contamination, and its effect (whether on or off-site) and will require the submission of a conceptual site model, to the Council for approval.
 - iv. A site investigation report to characterise and risk assess the site, specifying rationale; and recommendations for treatment for contamination encountered (whether by remedial works or not) has been submitted to and approved in writing by the Council. No development shall commence until the gas, hydrological and contamination status has been characterised and risk assessed; and the required remediation scheme implemented.
- (b) If during any works on the site contamination is encountered which has not previously been identified (“the new contamination”) the Council shall be notified immediately thereof; then the terms of paragraph (a) above, shall apply to the new contamination; and no further works shall take place on that part of the site and adjacent areas affected,

until the requirements of paragraph (a) have been complied with in relation to the new contamination.

- (c) Development in a particular Phase shall not be occupied until:

A closure report has been submitted to and approved in writing by the Council for development in the Phase in question.

This shall include verification of all measures, or treatments as required in (Section (a) i & ii) and relevant correspondence (including other regulating authorities and stakeholders involved with the remediation works) to verify compliance requirements, necessary for the remediation of the site have been implemented in full.

The closure report shall include verification details of both the remediation and post-remediation sampling/works, carried out (including waste materials removed from the site); and before placement of any soil/materials is undertaken on site, all imported or reused soil material must conform to current soil quality requirements as agreed by the authority. Inherent to the above, is the provision of any required documentation, certification and monitoring, to facilitate condition requirements.

Reason: To ensure that the Council may be satisfied that potential site contamination is identified and remedied in view of the historical use(s) of the site, which may have included industrial processes, and to comply with Policy ENV.PRO 10 (Contaminated Land) in the adopted Unitary Development Plan (July 2004) and Policy 5.21 Contaminated land in the London Plan (July 2011).

And the applicant be informed as set out in Informatives (3) to (10) in the report with Informatives (1) and (2) deleted and replaced with new wording and an additional Informative (11) as follows:-

Informatives

- (1) Applicants are advised to read 'Contaminated Land Guide for Developers'(London Borough's Publication 2003), on the Lewisham web page, before complying with the above condition. All of the above must be conducted in accordance with DEFRA and the Environment Agency's (EA) - Model Procedures for the Management of Land Contamination, CLR 11 and Planning Policy Guidance 23 (PPS 23).
- (2) Applicants should also be aware of their responsibilities

under Part IIA of the Environmental Protection Act 1990 to ensure that human health, controlled waters and ecological systems are protected from significant harm arising from contaminated land. Guidance therefore relating to their activities on site should be obtained primarily by reference to DEFRA and EA publications.

- (11) The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with appropriate English Heritage guidelines.

- (v) If planning permission is not granted within 9 months from the date of a resolution to grant permission by the Committee, the Head of Planning be instructed to report back on progress so that it can give further consideration to issues relating to the deliverability of the proposed development.

The meeting ended at 11.20 pm

Chair
2011