

DEVELOPMENT CONTROL COMMITTEE

15 December 2010 at 7.30 pm

MEMBERS: Councillor Janet Lowne (Vice-Chair) and Councillors Mary Burstow, Anisha Callaghan, Monica Coleman, Peter Geiringer, Lester Holloway, Brendan Hudson and Graham Whitham.

Officers: John Rawlinson, Peter Loveday, Allison Letts and Peter Snow.

Also present: Councillors Adrian Davey, Hamish Pollock and Jill Whitehead.

Councillor Janet Lowne in the Chair.

1001. MINUTES

The Minutes of the meeting held on 8 December 2010 were approved as a correct record, and signed by the Chair.

1002. LAND AT 229-245 CARSHALTON ROAD, CARSHALTON - APPLICATION NO. C2010/63608/FUL

The Committee considered a report on the above application for the demolition of all existing buildings and the erection of a part three, part four storey building comprising 395m² of commercial floor space (within Use Classes A1, A2, B1 and D1) at ground floor, and two one-bedroom, 33 two-bedroom and six three-bedroom self-contained flats at ground, first, second and third floor levels, together with bicycle and refuse facilities, a total of 29 undercroft and surface car parking spaces, and controlled vehicular access from Shorts Road.

The application had been de-delegated by Councillor Hamish Pollock.

Officers reported, subsequent to the preparation of their report, the comments submitted by Transport for London and objections to the application submitted by Tom Brake MP. There were no objections from waste management or the Environment Agency. They also reported the receipt of a further 28 letters of objection and two letters of support, and proposed a further recommended condition to ensure that the proposed nursery could not be let for other uses. The applicant had also indicated a willingness to accept a further condition, if members wished, to provide additional parking on the proposed amenity space, which would be offset by an enlarged roof terrace.

In response to questions officers explained: that there was no difference in the height of the development now proposed and that submitted previously, but the area of the third storey had been reduced; that additional parking spaces could only be achieved by reducing the amenity space and offsetting that reduction by providing more amenity space on the roof; that the proposed nursery was expected to create fewer than ten additional traffic movements at peak times, which was not a significant issue; that the opening and closing times of the nursery would be outside peak hours; that the planning inspector had taken into account the listed status of the wall in Shorts Road and some of the St Philomena's School buildings when reaching the earlier decision on appeal; and that the siting, design and materials of the proposed development had been established by the appeal decision.

Ms Janice Funnell, Ms Marilyn Clegg and Ms Vicky Boardman, objectors, and Councillors Hamish Pollock and Jill Whitehead, ward councillors addressed the meeting under Standing Order 33, and Mr Robin Harper replied for the applicant.

The principal issues raised by Ms Funnell were:-

**Development Control Committee
15 December 2010**

- Residents favoured the affordable housing, but not the design and density proposed
- The application was confusing because the nursery was not shown on the application but had been referred to
- No parking had been provided for an assumed retail element
- The earlier application had been allowed on appeal by an unelected official
- The application showed a blatant disregard for local residents
- The arguments against previous applications still applied

The principal issues raised by Ms Clegg were:-

- Parking was already a problem because of the existing 'red route' on Carshalton Road
- Overspill parking would be exacerbated
- The proposed development would have an ugly utilitarian appearance
- The size and bulk of the proposed development would dominate local houses
- The proposed development would rob existing houses of light and access
- The proposed terraces and balconies would be intrusive
- Little had been changed in the new application – the length of the third storey had been reduced but not the overall height
- The proposed development would be a blot on the landscape if built

The principal issues raised by Ms Boardman were:-

- There would be a lot of competition for parking in the area
- Some existing houses did not have off-street parking
- The parking provision proposed would be well below the Council's standards
- There would be no parking provision for visitors
- The parking surveys covered a distance of 200 metres but people were not prepared to walk that far
- The proposed nursery would make the parking situation worse
- Cars would obstruct the access and footpath so that school children would have to walk in the road
- The application would not deliver a building to be proud of

In response to questions Ms Funnell, Ms Clegg and Ms Boardman suggested that the option for an enlarged roof terrace (to offset additional parking) would result in overlooking and not be an attractive option; and explained that the only short term parking would be in Carshalton Road; that the reduction in the third storey would not increase the light to nearby properties; that the survey of loss of light had been extrapolated from only one inspected property and the company had acknowledged that some properties would be affected more or less than others; that traffic sometimes backed up half way along Shorts Road and it was heavily used by school children.

The principal issues raised by Councillor Pollock were:-

- The proposed development would be a monolithic four storeys
- Existing buildings were old and predominantly two storeys with short gardens
- The proposed development would tower over properties in Shorts Road
- The proposed development would create a permanent shadow
- Existing flats in Carshalton Road were well set back and trees were planted at the front
- The listed boundary wall in the Carshalton Conservation Area was opposite the application site
- The Carshalton Conservation Area had been created for good reason and the application site was on the edge of it
- Nowhere in the area was there a four storey development
- The front elevation and the submitted plan differed

The principal issues raised by Councillor Whitehead were:-

- Parking in the area was horrendous
- Traffic in the area was gridlocked already
- Shorts Road was one way and narrow
- Parking restrictions to be introduced in 2011 would remove on-street parking spaces
- Local residents already had to fight for parking spaces
- The shortfall in on-site parking would exacerbate the existing situation
- The proposed travel plan would be unenforceable

In response to questions Councillor Pollock said that parking in Alma Road had been a problem for years and that Shorts Road was completely congested a lot of the time; that there was tremendous parking stress already and that the proposed development would make the situation worse; that Wynash Gardens was privately rented housing and provided approximately 30 on-site parking spaces, which were insufficient for the 72 flats; and that it was believed the current application provided less parking than the application granted on appeal.

Officers pointed out that the application granted on appeal provided for 48 units, of which 19 would be affordable, compared with the 41 affordable units in the current application, and that the proportion of car ownership was usually lower in affordable units.

The principal issues raised by Mr Harper were:-

- The application did not incorporate any retail units but did include a nursery
- The previous scheme granted on appeal could be implemented and the time limit had been extended
- Members needed to consider whether the changes in the application were sufficiently different to enable them to come to a different view
- Grant funding for affordable housing was scarce and its future not guaranteed
- Material changes had been made to the application to support 100% affordable housing
- There was no change in the height and bulk of the current application
- There were fewer units in the application than before and they would all meet current standards
- The proposed nursery would be smaller than before
- There would be three parking spaces on Carshalton Road for the proposed nursery, whereas there had been none before
- The parking spaces for the nursery could be used by residents in the evening
- The height and scale of the proposed development and the level of parking had been established on appeal
- The application incorporated substantial improvements compared with the previous scheme
- It was understood the alternative option for increased on-site parking and an enlarged roof terrace could be required by condition
- The concerns and objections of local residents were understood

In response to questions Mr Harper explained that to satisfy local residents there would need to be a substantial reduction in the development and the applicant would then not have been able to reach agreement with the landowner for the sale; that engagement with the community would be a lengthy process and the current application could be approved before grant funding was lost in April 2011; that building regulations would make it difficult to produce a traditional design; that there were situations everywhere where traffic backed up at junctions and residents had to wait to egress their property; that because of the time limits on grant funding the applicant had little time to refine the design, but that the materials would be subject to a condition; and that the applicant was prepared to implement the option of additional parking on the amenity space and an enlarged roof terrace if members thought that preferable.

**Development Control Committee
15 December 2010**

Members felt that the current application probably represented an improvement on that granted on appeal, but that the improvements were minimal, the size and scale of the development was not appropriate, the vehicular entrance would be in the wrong place and the additional parking on Carshalton Road would not be enough. It was noted that ingress and egress could only be from Shorts Road because Transport for London were unlikely to allow access onto Carshalton Road, but it was thought that the drop off and pick up from the proposed nursery would not be a major issue. It was suggested that probably none of the members supported the application and that there were elements of it that were incompatible with the surrounding area. Nevertheless, it was pointed out that the applicant could implement the application granted on appeal, that traffic was the sole disadvantage of the proposed scheme and that the vehicular access would have to be in Shorts Road whatever was built on the site. A refusal would also lead to the loss of affordable housing.

A poll vote on the officers' recommendation to grant permission was held in accordance with Standing Order 33.4, when there voted:

- | | |
|---------------|---|
| To grant (4) | Councillors Mary Burstow, Monica Coleman, Janet Lowne and Graham Whitham. |
| Against (3) | Councillors Peter Geiringer, Lester Holloway and Brendan Hudson. |
| Abstained (1) | Councillor Anisha Callaghan. |

Resolved: That planning permission be granted for application No. C2010/63608/FUL, subject to (a) the written conclusion of a 'section 106' agreement within a period of six months from the date of this decision, or such longer period as may be agreed in writing by the Executive Head of Planning, Transportation and Highways, after which time the decision to grant planning permission will be rescinded; and (b) the conditions, reasons and informatives set out in the Appendix to these Minutes.

The meeting ended at 9.04 pm

Chair:
Date:

PLANNING CONDITIONS, REASONS AND INFORMATIVES

LAND AT 229-245 CARSHALTON ROAD, CARSHALTON – APPLICATION NO. C2010/63608/FUL

(1) The development must be begun not later than the expiration of three years beginning with the date hereof.

Reason: To comply with section 91 of the Town and Country Planning Act 1990, as amended.

(2) The development, including demolition and construction, shall be carried out in accordance with the 'Project Execution Plan' (August 2010) and the details contained therein in relation to:

- (a) site management;
- (b) parking for vehicles of site personnel, operative and visitors storage of plant and materials;
- (c) programme of works (including measures for traffic management);
- (d) provision of boundary hoarding, behind any visibility zones;
- (e) measures to prevent the deposition of mud on the highway;
- (f) removal of waste.

Only the approved details shall be implemented during the construction period.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway.

(3) The development hereby approved shall not be implemented until a contaminated land assessment and associated remedial strategy, has been submitted to, and agreed in writing by the Local Planning Authority.

Reason: To prevent harm to human health and pollution of the environment in accordance with the aims and objectives of PPS23 (Planning and Pollution Control, Annex 2: Land Affected by Contamination).

(4) The approved remediation works shall be completed on site, in accordance with a quality assurance scheme, agreed as part of the contaminated land assessment.

Reason: To prevent harm to human health and pollution of the environment in accordance with the aims and objectives of PPS23 (Planning and Pollution Control, Annex 2: Land Affected by Contamination).

(5) If during implementation of this 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 completion of the development hereby approved.

Reason: To prevent harm to human health and pollution of the environment in accordance with the aims and objectives of policy PNR 3 of the Sutton Unitary Development Plan.

(6) On completion of the agreed remediation works, a closure report and certificate of compliance, endorsed by the interested party/parties shall be submitted to and agreed in writing by the Local Planning Authority.

Reason: To prevent harm to human health and pollution of the environment in accordance with the aims and objectives of PPS23 (Planning and Pollution

**Appendix to Minutes:
Development Control Committee
15 December 2010**

Control, Annex 2: Land Affected by Contamination) and the framework document CLR 11 - Model Procedures for the Management of Land Contamination (Defra/EA, 2004) in order to protect human health and the environment from the effects of land contamination.

(7) No development shall take place until there has been submitted to and approved by the Local Planning Authority in writing details relating to insulation against noise. Moreover, none of the accommodation afforded by the development shall be occupied until the aforesaid details have been implemented.

Reason: To ensure compliance with the sentiments of Converting Your House, the Council's standard for conversions, which seeks to ensure that such conversions are carried out in a satisfactory manner.

(8) No development shall take place until details of on-site drainage works have been submitted to, and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker. No works which result in the discharge of foul or surface water from the site shall be commenced until the on-site drainage works referred to above have been completed.

Reason: To ensure that the foul and/or surface water discharge from the site shall not be prejudicial to the existing sewerage system.

(9) With the exception of roof water drainage, no surface water or other type of drainage shall discharge to ground. Any soakaway must be constructed in natural ground, such that its base is at least one metre above the highest seasonal water table and in any case no deeper than three metres. No soakaways shall be constructed in contaminated ground.

Reason: To prevent pollution of groundwater and controlled waters.

(10) No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of hard and soft landscaping which shall include indications of new planting (native species), boundary treatments (including the railings to Carshalton Road and Shorts Road, to and between roof terraces) and security lighting to pedestrian and parking areas as well as entrances and between the front of the residential units and back edge of the pavement.

Reason: To ensure compliance with the criteria set out in policies OE33, BE6 and BE12, which require the inclusion of satisfactory landscaping schemes for public and private areas including screening where appropriate.

(11) All planting, seeding or turfing shown in the approved details of landscaping shall be carried out in the first planting and seeding season following the occupation of the building(s) or the completion of the development, whichever is the sooner, and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure where applicable compliance with policy OE30 of the Unitary Development Local Plan which seeks to ensure the maintenance of trees as well as compliance with policy BE13 which seeks to ensure landscaping schemes, provide where appropriate adequate privacy and screening, pay sufficient regard to the Council's Nature Conservation Guide, boundary treatments and promote satisfactory townscape.

(12) No development shall take place until there has been submitted to and approved in writing, a scheme of management for all amenity, communal garden

and roof terrace areas. Moreover, none of the accommodation afforded by the development shall be occupied until these areas have been laid out in accordance with the approved plans.

Reason: To ensure compliance with the sentiments of Your House, the Council's standard of conversion, which seeks to ensure that such conversions are carried out in a satisfactory manner.

(13) Before development commences, details of vehicle/vehicle sightlines at the point of access to the public highway shall be submitted to and approved by the Local Planning Authority, and the development shall be carried out in accordance with the approved details, and thereafter be permanently maintained.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway.

(14) The development shall not be occupied until pedestrian/vehicle visibility splays of two metres by two metres have been provided on each side of the access, the depth measured from the back of the footway and the widths outwards from the edges of the access and thereafter permanently retained; no fence, wall or other obstruction to visibility exceeding 0.6 metres in height above the surface of the adjoining highway shall be erected within the area of such splays. The visibility splays shall thereafter be permanently maintained.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway.

(15) The proposed vehicular access or modified access to Shorts Road shall be constructed in accordance with the approved plans and thereafter be permanently retained.

Reason: In the interest of road safety.

(16) The development hereby permitted shall not be occupied until the existing access from the site to Carshalton Road has been permanently closed for vehicular access and any kerbs, verge and footway fully reinstated by the applicant, in a manner to be agreed in writing with the Local Planning Authority, and only the approved details shall be implemented.

Reason: To restrict access onto the public highway where it is necessary in the interest of highway safety.

(17) The development shall not be occupied until the footway fronting the site in Shorts Road is widened to a minimum width of two metres and designed and constructed to adoptable standards as approved in writing by the Local Planning Authority; and only the approved details shall be implemented and thereafter permanently retained.

Reason: To ensure pedestrian safety and to encourage walking as a primary means of access, having regard to policy TR22 of the Sutton Unitary Development Plan and policy BP9 of the Core Planning Strategy.

(18) The development shall not be occupied until space has been laid out within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority to provide:

- (a) Secure cycle parking, changing facilities, safe pedestrian and cycle routes.
- (b) Information for residents, staff and visitors regarding public transport – rail, light rail and buses; walking and cycling.

**Appendix to Minutes:
Development Control Committee
15 December 2010**

The approved details shall be implemented, and thereafter be permanently maintained.

Reason: PPG 13 sustainability objectives - to encourage access by non-car modes and facilitate integration between sustainable forms of transport.

(19) Details of the receptacles to be included within the refuse storage areas shall be the subject of a detailed scheme to be submitted in writing to the Local Planning Authority for approval. The approved refuse facilities shall be provided prior to the occupation of any part of the development hereby permitted and thereafter retained.

Reason: To ensure compliance with policy G/PNR6 of the Development Plan which seeks to encourage the collection and recycling of appropriate materials for re-use.

(20) The development shall not be occupied until the 34 car parking spaces have been provided (and marked out where appropriate) in accordance with the approved plan and shall thereafter be maintained for the use of the occupants of the development with seven spaces dedicated for the nursery hereby approved. The seven spaces shall be made available for use by residents of the development outside nursery opening hours.

Reason: To ensure compliance with policy TR12 of the Sutton Unitary Development Plan which seeks to ensure that adequate off-street parking provision is made to avoid danger and inconvenience to highway users.

(21) The development hereby permitted shall not be occupied until bicycle stands for both internal and external, including shelter type (external only) have been submitted to, and approved in writing by the Local Planning Authority, including details of the stands have been provided in accordance with the submitted scheme which shall have been agreed in writing by the Local Planning Authority. Such approved cycle stands shall thereafter be kept for the use of the occupants and users of the development hereby approved.

Reason: To ensure compliance with policy TR28 of the Unitary Development Plan which seeks to ensure that provision is made as part of new development.

(22) The development hereby permitted shall not be occupied until details of the proposed security vehicular and pedestrian gate on the ground floor including the controlled access arrangements to the building, together with audio visual entry systems for the external doors have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and retained thereafter for use by the occupants of the development hereby approved.

Reason: To ensure compliance with SPD1 'Designing out Crime'.

(23) Prior to the commencement of development, a scheme to demonstrate how acceptable internal noise levels will be achieved within the residential units, including measures to reduce noise from the main road, car parking and nursery play areas shall be submitted to and approved in writing by the Local Planning Authority. The approved works shall be completed to the Council's satisfaction before any of the flats are occupied and shall be retained thereafter.

Reason: To ensure that the occupants of the permitted dwellings are not exposed to unwarranted extraneous noise.

(24) All building operations in connection with the construction of external walls, roof, and foundations; site excavation or other external site works; works involving the use of plant or machinery; the erection of scaffolding; the delivery of materials; the removal of materials and spoil from the site, and the playing of amplified music

or speech shall only take place between the hours of 8.00am and 6.00pm Monday to Friday, and between 8.00am and 1.00pm on Saturdays and not at all on Sundays, public and bank holidays.

Reason: To safeguard the amenity of the occupiers of adjacent premises and the area generally during the building construction process.

(25) The nursery shall only operate between the hours of 07.30 to 18.00 on Mondays to Fridays inclusive. Moreover, no more than 65 children shall be accommodated at the premises at any one time.

Reason: To ensure that the use does not prejudice the amenity of adjoining properties.

(26) The travel plan shall be implemented, developed, monitored and enforced.

Reason: Government White Paper 1998 and PPG 13 sustainability objectives - to promote sustainable transport choices, encourage access by non-car modes and reduce the need to travel especially by car.

(27) The project execution plan shall be implemented during the construction period.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway.

(28) Notwithstanding the details contained in the 'Energy Statement and Sustainable Energy Strategy Report' as well as the 'Code for Sustainable Homes Level 3 Rating Pre- Assessment' revised reports using SAP 2009 modelling shall be provided to demonstrate that the appropriate levels of energy efficiency are achieved, prior to the commencement of development, and such features/elements shall be provided within the build and thereafter retained, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To address the sustainable design and construction requirements and need to generate energy from sustainable sources and to accord with policies 2A.1, 4A.1, 4A.3 and 4A.4 of the London Plan 2008 and policy BP6 of the Core Planning Strategy.

(29) Within three months of the effective commencement of the development, a Design Stage Review Certificate shall be provided by an approved Code for Sustainable Homes assessor to demonstrate that the requirements of the Code for Sustainable Homes Level 3 and SAP 2009 will be achieved.

Reason: To address the sustainable design and construction requirements and need to generate energy from sustainable sources and to accord with Policies 2A.1, 4A.1, 4A.3 and 4A.4 of the London Plan 2008 and policy BP6 of the Core Planning Strategy.

(30) Prior to the completion of the development or first use/occupation, a Post Construction Review Certificate provided by a Code for Sustainable Homes approved Assessor shall be submitted to the Local Planning Authority to demonstrate that Code Level 3 of the Code for Sustainable Homes and the requirements of SAP 2009 have been delivered.

Reason: To address the sustainable design and construction requirements and need to generate energy from sustainable sources and to accord with policies 2A.1, 4A.1, 4A.3 and 4A.4 of the London Plan 2008 and policy BP6 of the Core Planning Strategy.

**Appendix to Minutes:
Development Control Committee
15 December 2010**

(31) Notwithstanding the details provided, a revised roof plan to accord with the revisions to the SAP 2009 remodelling indicating the revised solar photo voltaic array to be installed on the roof, shall be submitted to and approved in writing by the Local Planning Authority and the works carried out in accordance with the approved details prior to the development being occupied.

Reason: To address the sustainable design and construction requirements and need to generate energy from sustainable sources and to accord with policies 2A.1, 4A.1, 4A.3 and 4A.4 of the London Plan 2008 and policy BP6 of the Core Planning Strategy.

(32) The development hereby approved shall be carried out in accordance with the approved sample panel of materials including all facing and roof materials, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the visual amenities of the area and ensure compliance with policy BP12 of the Core Strategy which seeks to ensure new buildings are of the highest standard of architecture.

(33) One additional hydrant shall be provided outside of the south-east corner of parking bay 21, as shown on drawing No: 6093/2P003, unless otherwise agreed in writing by the Local Planning Authority.

Reason: For the safety of the occupants of the development.

(34) The development hereby permitted shall be carried out in accordance with the following approved plans and reports: LBS1; 6093/2P001; 6093/2P003; 6093/P2004; 6093/2P005; 6093/2P006; 6093/2P007; 6093/2P008; S09/2825/01; Transport Assessment and Addendum; Parking Management Plan.

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

(35) The development shall not commence until a scheme proposing a revised parking and amenity space layout showing the provision of 34 parking spaces and increased provision of rooftop amenity space has been submitted to and approved by the Local Planning Authority. The approved parking and amenity space scheme shall be provided prior to the development being occupied and shall be retained for as long as it is in existence.

Reason: To ensure a satisfactory provision of parking and amenity space for the occupiers of the development.

(36) The permitted day nursery shall not be hired out or used for other purposes.

Reason: To ensure that residential occupiers of the development have use of the dedicated day nursery parking spaces outside the permitted day nursery hours.

INFORMATIVES

(1) The permission hereby granted confers no rights on the applicant to encroach upon, extend over or otherwise enter upon property not in his ownership for any purposes connected with the implementation of this planning permission.

(2) This planning permission does not convey approval of any ducting or external ventilation system which, if it is to be provided, will need to be the subject of a separate planning application to the Local Planning Authority.

(3) The contaminated land assessment shall include: -
(i) A desk top study detailing the history of the site's uses and proposing a site investigation strategy based on the relevant information discovered by

the desk study all of which is to be submitted to the local planning authority for approval.

(ii) A site investigation, including relevant ground gas, surface and groundwater sampling, carried out by a suitably qualified and accredited consultant/contractor in accordance with a Quality Assured sampling and analysis methodology, Mcerts where applicable or UKAS.

(iii) A site investigation report, in accordance with BS 5930:1999 (Code of Practice for Site Investigations and BS10175: 2001 Code of Practice Investigation of Potentially Contaminated Sites) detailing all investigative works and sampling on site, together with the results of analysis, risk assessment to any receptors and a proposed remediation strategy.

(iv) All work should be in accordance with Planning and Pollution Control Planning Policy Statement 23 (PPS23 annex 2) and the Environmental Protection Act 1990 (Part IIA), Statutory Guidance on Contaminated Land together with other relevant legislation and guidance as described in the Environment Agency and DEFRA Contaminated Land Research Reports, Model Procedures for the Management of Land Contamination CLR 11 (2004). Remediation, the works shall be of such a nature so as to render harmless the identified contamination given the proposed end use of the site and surrounding environment including any controlled waters. All work should be in accordance with the HSE document Protection of workers and the general public during the development of Contaminated Land. The decommissioning and removal of all redundant fuel storage tanks is to be in accordance with the Health and Safety Executives (4) Health and Safety Guidance Note 41– Petroleum Filling Stations Construction and Operation (1998). Also in accordance with the HSE's Guidance note CS 15 - The Cleaning and Gas Freeing of Tanks Containing Flammable Residues (1985).

(4) The closure report shall include details of the proposed remediation works and the quality assurance certificates to show that the works have been carried out in full in accordance with the approved methodology. Details of any post remediation sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report together with the necessary 'Duty of Care' documentation detailing what waste material have been removed from the site. The London Borough's 'Guide for Developers to Help Meet Planning Requirements' can be found on the Council's web site or can be supplied upon request. It describes all the items that will need to be considered for inclusion in any submitted validation report, omission of relevant details may result in submitted reports being rejected.

(5) Should you require details of the consideration of the application that has led to this decision, the file may be inspected under the provisions of the Local Government (Access to Information) Act 1985. An appointment can be made for this purpose by telephoning 020 8770-5070.

(6) This permission creates one or more new units which will require a correct postal address. Contact the Street Naming and Numbering Section at 24 Denmark Road, Carshalton, Surrey SM5 2JG, telephone 020 8770 6369 or e-mail street.naming@sutton.gov.uk.

This page is intentionally left blank