
RECOMMENDATION

This document shows the case officer's recommended decision for the application referred to below.
This document is not a decision notice for this application.

Applicant	Mr Peter D. Girvan National Rail Blackfriars Redevelopment Project	Reg. Number	11-AP-2618
Application Type	Full Planning Permission	Case Number	TP/2407-E
Recommendation	Grant permission for limited period		

Draft of Decision Notice

Planning Permission was GRANTED for the following development:

Retrospective application for the change of use from light industry (Class B1) to a storage and logistics yard (Class B8) to support the Blackfriars Station redevelopment, associated temporary single storey building and boundary treatment.

At: 67-105 ORMSIDE STREET, LONDON, SE15 1TF

In accordance with application received on 08/08/2011

and Applicant's Drawing Nos. BBCEL-SK-01816 Rev R6, BBCEL-SK-01708 R6, BBCEL-SK-01901 R3, BBCEL-SK-01982 R2, BBCEL PDG 001 rev1; Extract from BBCEL SK 01708 Logistics; Additional Info; Design and Access Statement, Management Plan, Transport Statement, Parking layout plan.

Reasons for granting permission.

This planning application was considered with regard to various policies including, but not exclusively:

a) Policies of the Southwark Plan [July 2007].

Policy 1.2 Strategic and Preferred Industrial Locations, which advises that planning permission will only be granted for developments falling within B use class or sui generis which are inappropriate in residential areas.

3.2 Protection of Amenity (advises that permission would not be granted where it would cause a loss of amenity);

3.11 Efficient Use of Land (seeks to ensure that developments make an efficient use of land as a key requirement of the sustainable use of land, whilst protecting amenity, responding positively to context, avoid compromising development potential, providing adequate access, circulation and servicing, and matching development to the availability of infrastructure);

3.12 Quality in Design (requires new development to achieve a high standard of architectural design);

5.2 Transport Impacts (states that permission will not be granted for developments that have an adverse affect on the transport network and that there is adequate provision for servicing, circulation and access;

5.6 Car Parking (states that all developments requiring car parking should minimise the number of spaces provided).

b) Core Strategy 2011:

Strategic Policy 2 – Sustainable transport: requires new developments to help create safe attractive, vibrant and healthy places for people to live and work by reducing congestion, traffic and pollution.

Strategic Policy 10 – Jobs and businesses: States that development should contribute to an environment in which businesses can thrive, and where local people can benefit from opportunities which are generated by development.

Strategic Policy 12 – Design and conservation: Requires development to achieve the highest standard of design for buildings and public spaces, and to help create attractive and distinctive spaces.

Strategic Policy 13 – High environmental standards: Requires development to comply with the highest possible environmental standards, including in sustainability, flood risk, noise and light pollution and amenity problems.

c) Policies of the London Plan [2004].

Policy 6.12 Road network capacity; Policy 6.13 Parking; Policy 7.15 Reducing noise and enhancing soundscapes

d] Draft NPPF, Ministerial Statement, Planning for Growth.

Particular regard was had to vehicle movements, impact on parking and impact on amenity of nearby residential occupants. The use does not create additional overspill parking on the street as a limited number of staff are employed that require parking spaces, sufficient space is provided on site for these. Large vehicle movements are restricted in entry and egress routes, as well as turning within the site, and restricted in terms of hours they can use the site. No adverse impact was therefore envisaged. It was therefore considered appropriate to grant planning permission having regard to the policies considered and other material planning considerations.

Subject to the following condition:

- 1 The development hereby permitted shall not be carried out otherwise than in accordance with the following approved plans:
BBCEL-SK-01816 Rev R6, BBCEL-SK-01708 R6, BBCEL-SK-01901 R3, BBCEL-SK-01982 R2, BBCEL PDG 001 rev1

Reason:

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

- 2 The use hereby permitted shall be until 31/12/12, on or before which date the use shall be discontinued.

Reason

The site shall no longer be required by the applicant for B8 purposes therefore all material associated with the applicant shall be removed from site by this date, in order that the site may become available for other B use class uses, in accordance with saved policy 1.2 Strategic and Local Preferred Industrial Locations of the Southwark Plan 2007 and SP10 Jobs and Businesses.

- 3 The use hereby permitted for storage and logistics yard within B8 use class purposes shall not be carried on outside of the hours 08:00 to 22:00 on Monday to Saturday or 09:00 to 21:00 on other Sundays and Bank Holidays, with the exception of the northern part of the site which may be used outside these hours.

Reason

In order to protect the residents on Manor Grove from excessive noise and disturbance associated with deliveries and collections from the site at potentially anti-social hours, and in accordance with saved policy 3.2 Protection of Amenity of the Southwark Plan 2007, and SP13 High Environmental Standards of the Core Strategy 2011.