

**Applicant:** Mr Sunil Purewal

**Agent:** Mr Jeremy Butterworth

**Site Address:**

THE PICKWICK, 246 WOOLWICH  
ROAD, GREENWICH, LONDON, SE7  
7QU

**Ward:**

Peninsula Ward

**Application Type:**

Minor Material Amendment

## **1.0 Recommendation**

1.1 The Committee is requested to grant Planning Permission, as outlined below:

An application submitted under Section 73 of the Town & Country Planning Act 1990 for a minor material amendment in connection with planning permission 18/2959/F dated 26/11/2019 for the 'Redevelopment of land to the rear involving erection of 6 dwellings (5 x 3-bed and 1 x 4-bed), plus cycle and car parking and amenity space' as amended by application 20/2550/NM dated 23/09/2020 to allow: Variation of Condition 1 (Approved Drawings).

subject to:

- (i) Conditions set out in Appendix 2 of this report.

## **2.0 Summary**

- 2.1 A proposal for this site was previously granted planning permission by the Greenwich Area Planning Committee under planning reference 18/2959/F on the 31/05/2019, for the following, subject to 25 conditions:
- 2.2 *Demolition of existing ground floor rear extension of public house and redevelopment of land to the rear involving erection of terrace of 6 dwellings (5 x 3-bed and 1 x 4-bed), plus cycle and car parking and amenity space.*
- 2.3 The applicant subsequently submitted a Section 96a application in order to amend the description of development so as to remove reference to the demolition of the ground floor rear extension of the public house. Previously the applicant had sought to amend the description of development via an earlier Section 73 application (20/1041/MA), but due to the Finney case,

which confirmed that this fell outside of the remit of a Section 73 application, this application was withdrawn.

2.4 The applicant now proposes to vary Condition I (Approved Drawings) which would allow for the following changes to the scheme:

- Retention of ground floor rear extension of public house
- Reduction of car parking spaces from 9 to 4
- Relocation of some of cycle parking [10 spaces]
- Relocation of the residential refuse and recycling store
- Addition of 2 rising bollards
- Relocation of 1 proposed new tree

2.5 Detailed below is a summary of the application:

<b>The Site -</b>	
Site Area (m <sup>2</sup> )	1130m <sup>2</sup>
Heritage Assets	100m from the Grade II Listed former East Greenwich Fire Station.
Tree Preservation Order	N/A
Flood Risk Zone	Zone 3

<b>Proposal</b>	
Building Height	8m
No. of storeys	3 storeys
Floor area (GEA) (m <sup>2</sup> )	595.5 sqm

<b>Non-Residential Uses</b>	
Existing Use(s)	Vacant Class A4 (public house) and Class C1 (bed and breakfast)

<b>Public Consultation</b>	
Number in Support	0
Number of objections	9 on 20/1041/MA [withdrawn] 4 on 20/2942/MA [current application] Given that the earlier withdrawn Section 73 application is identical to the current Section 73 application all of the objections received for both applications have been taken into

	account in this instance. It is noted that the individuals who have objected to the current Section 73 application also objected to the original Section 73 application. Further details in relation to this are set out in the planning history section of this report.
Main issues raised	Overlooking/loss of privacy; Loss of trees; Lack of screening; Loss of Parking; Noise and Disturbance; Loss of Habitats; Hazard for both vehicles and pedestrians due to retention of rear extension. <b>Officers Comment:</b> some of the objections relate to the approved dwellings in terms of overlooking, loss of light, loss of habitats, screening etc, however there are no changes proposed to the dwellings granted under 18/2959/F within the current planning application. This is further discussed in the Principle of Development section of this report.

2.6 The application is considered acceptable and is recommended for approval, subject to the conditions listed in Appendix 2.

### **3.0 Site and surroundings (in detail)**

3.1 The application relates to the existing Pickwick Arms Public House, which is a three storey building (including mansard roof) with a large ground floor rear extension, and a large garden to the rear. The site is located on the southern side of Woolwich Road, adjacent to a row of two storey terraces dwelling houses.

3.2 The existing building is now vacant however, it was formerly used as a public house with bedsit accommodation to the rear. The public houses dates back

to the 1830s and was rebuilt in 1862. The existing building makes a positive contribution to Woolwich Road with an attractive wrap around ground floor frontage. The character of the surrounding area is mixed in nature, with the southern side of Woolwich Road predominantly comprising residential dwellings with long linear gardens and the northern side dominated by large retail warehouses. There is also a three-storey block of flats to the east of the site, on Victoria Way. The site is not located within a town centre, but lies just outside the Charlton Riverside Masterplan (northern side of Woolwich Road).

- 3.3 The site is not within a conservation area and there are no listed buildings in the immediate vicinity, however the site is 100m east of the former east Greenwich Fire Station, a grade II listed building.
- 3.4 The site is located approximately 700m from Charlton Railway Station and is within walking distance of 8 bus routes. The site therefore has good access to public transport having a Public Transport Accessibility Level (PTAL) of 4 on a scale of 1 to 6, (where 6 is considered excellent).
- 3.5 The site is located in flood zone three.



**Figure 1: Site Plan**

#### **4.0 Relevant Planning History**

4.1 **20/2550/NM** – An application submitted under Section 96a of the Town & Country Planning Act 1990 for a non material amendment in connection with planning permission 18/2959/F, dated 31/05/2019 for the Demolition of existing ground floor rear extension of public house and redevelopment of land to the rear involving erection of terrace of 6 dwellings (5 x 3-bed and 1 x 4-bed), plus cycle and car parking and amenity space to allow: An amendment to the description of development to read 'Redevelopment of land to the rear involving erection of 6 dwellings (5 x 3-bed and 1 x 4-bed), plus cycle and car parking and amenity space'. **Approved, 23/09/2020**

4.2 **20/1041/MA** - An application submitted under Section 73 of the Town & Country Planning Act 1990 for a minor material amendment in connection with the planning permission 18/2959/F, dated 31/05/2019 for the demolition of existing ground floor rear extension of public house and redevelopment of land to the rear involving erection of terrace of 6 dwellings (5 x 3-bed and 1 x

4-bed), plus cycle and car parking and amenity space. **Withdrawn, 23/09/2020**

- 4.3 **20/1300/F** – Refurbishment of the existing public house and associated B&B accommodation and demolition of existing land to at the rear of the property. Construction of a 4 storey aparthotel [C1 use] with an office unit [B1 use] at ground floor level. The aparthotel would be linked to the existing public house and B&B at first floor level. **Under Assessment**
- 4.4 **20/0167/NM** - An application submitted under Section 96a of the Town & Country Planning Act 1990 for a non-material amendment in connection with the planning permission 18/2959/F, dated 31/05/2019 for the Demolition of existing ground floor rear extension of public house and redevelopment of land to the rear involving erection of terrace of 6 dwellings (5 x 3-bed and 1 x 4-bed), plus cycle and car parking and amenity space to allow: Variation to Condition 15 (Bat Roost Assessment). **Refused, 26/02/2020**
- 4.5 **18/2959/F** - Demolition of existing ground floor rear extension of public house and redevelopment of land to the rear involving erection of terrace of 6 dwellings (5 x 3-bed and 1 x 4-bed), plus cycle and car parking and amenity space. **Approved 31/05/2019**

## **5.0 Proposals (in detail)**

- 5.1 The current application seeks to amend the development proposals for the site, which were originally granted under application 18/2959/F. As such instead of demolishing the existing ground floor rear extension attached to the former public house it is now proposed to retain it, whilst still redeveloping the rear of site with six terrace dwellings and associated car parking, cycle spaces and refuse storage. These dwellings are the same as those approved under application 18/2959/F and are family sized units consisting of 5 x 3 bed and 1 x 4 bed. The dwellings are to be sited at the rear of the site, on the former pub garden. Each dwelling will benefit from a private garden and complies with the space standards as set out in the Nationally Described Space Standards.
- 5.2 As the applicant now proposes to retain the rear extension to the public house the level of car parking proposed has been reduced from 9 spaces to 4, the location of the refuse and recycling bins for the residential units have been relocated and the location of the cycle spaces has also been amended.

## **6.0 Consultation**

6.1 The application since being submitted in September 2020 has been subject of public consultation, comprising of a site notice, together with 32 consultation letters to neighbouring properties. Statutory bodies were also consulted.

## 6.2 Statutory Consultees

6.2.1. A summary of the consultation responses received along with the officer comments are set out in table below:

Details of Representation	Summary of Comments	Officer's comments
Local Ward Councillors	No comments received.	N/A
TFL	<p><u>Car Parking</u> It is noted that there are four car parking spaces. Taking into consideration the sites location within an opportunity area and public transport accessibility, TfL strongly encourages the proposed development to be car-free.</p> <p>It is noted that with the retention of the rear extension, there is less space for vehicle manoeuvres associated with the residential development. It is also noted there are two rising bollards to be installed to control access to the residential parking. The applicant should demonstrate how any vehicle movement at this site can be undertaken safely, in line with the Mayor's Vision Zero approach.</p> <p><u>Cycle Parking</u> It is noted that there are 20 cycle parking spaces with 10 spaces in the form of Sheffield stands</p>	<p>A reduction in car parking is supported at this location and given that the dwellings are family style units it is envisaged that some level of car parking is required and therefore a car free development is not supported in this instance. The rising bollards are to ensure that the rear car parking is for residents use only and also controls the number of vehicular movements. Access to the rear of the site is</p>

	<p>however it is unclear the form of the other 10 cycle spaces.</p> <p>In line with ItPLP T5, all cycle parking should be designed in line within London Cycle Design Standards (LCDS). From the information presented, TfL are not able to confirm that the cycle parking provision is in accordance with the LCDS. Further detail on cycle parking is required.</p> <p>Any car parking provision that is to be provided should have active electric vehicle charging facilities.</p> <p><u>Delivery and Servicing</u> No information has been provided on the proposed delivery and servicing arrangements. It is therefore not clear how the proposed amendments, which includes the retention of the rear extension of the public house and relocation of the residential refuse and recycling store.</p> <p>Due the narrow access to the site, it is imperative that reversing onto Woolwich Road should not occur as part of delivery and servicing.</p> <p>Information on the delivery and servicing movements associated with this development should be provided.</p>	<p>for car use only as refuse vehicles will collect from the roadside. The applicant has provided 10 short stay cycle space to the front of the site [for public house use] and 10 long term spaces to the rear of the site for the residential accommodation.</p> <p>A condition will be attached to any grant of planning permission stating that the long term spaces are to be covered and secure.</p> <p>The issue of servicing was considered as part of the original 2018 application and was deemed acceptable. This remains the case under the current application. In coming to this</p>
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		<p>conclusion it was noted that a refuse collection vehicle already stops in front of the adjacent houses at 248-264 Woolwich Road, so it is anticipated that the development could be serviced from the same vehicle.</p> <p>There is already a dropped kerb access to the site, which will be utilised by delivery vehicles. Larger vehicles will park on-street, which is the current situation for all deliver vehicles attending existing residential properties.</p>
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6.3 Local amenity groups the East Greenwich Residents Association and Charlton Central Residents Association were also consulted, no responses were received.

6.4 **Local Residents**

6.5 A summary of the consultation responses received from local residents, along with the officer comments are set out in table below. As stated earlier in the report Officers have taken into consideration those objections that were

received to planning application 20/1041/MA as well as the current application.

<b>Summary of Comments</b>	<b>Officer's comments</b>
Overlooking/loss of privacy;	This is addressed in the Principle of Development Section of this report.
Loss of trees	<p>The issue over trees was considered under the previous application, with particular reference to a large tree in the south west corner of the site. It was noted on the submitted plans for the current application that this tree was shown as being retained even though it was felled prior to the determination of the original application (18/2959/F) as set out in the recorded minutes:</p> <p><i>The committee also noted clarification from the Area Planning Manager (West) that the tree that was felled on the proposed site was not protected by a Tree Preservation Order, nor was it protected as the site was not within a Conservation Area. As such, the felling of the tree had not required the Council's approval, and that the applicant had confirmed that a replacement tree would be planted on the site.</i></p> <p><i>Members welcomed plans for a replacement, but commented on their dissatisfaction because the developer had informed that no trees would be cut down. Thus, should the recommendation in the report be approved, the applicant should take steps not to deviate from the approved</i></p>

	<p><i>scheme during the proposed demolition and construction work.</i></p> <p>Amended plans have since been provided to accurately show that the tree in question is no longer on site.</p> <p>The current proposal consists of the relocation of one of the previously approved trees but all other aspects of the landscaping remain as per the previously approved scheme.</p>
Loss of Parking;	Discussed in Highways Section of this report.
Noise and Disturbance;	Discussed in the principle of development section of this report.
Hazard for both vehicles and pedestrians due to retention of rear extension.	Discussed in the Highways section of this report.
Not "minor" as it proposes 7 different and substantial alterations and variations	Discussed in the Context of an MA section of this report.
Proximity to neighbouring gardens	Discussed in the principle of development section of this report.
Confusion that the Purelet have created with several applications	A detailed breakdown of the planning history associated with this site has been set out, particularly in relation to the more recent planning applications.
The access width to this parking has also been reduced by the retention of the rear room, potentially causing a hazard for both vehicles and pedestrians who will need to use it for access to the	Discussed in the Highways section of this report.

6 houses and the relocated refuse and recycling bins.	
Loss of habitat of potential protected species	The issue of bats was considered under the original submission with mitigation measures secured via a planning condition. The same planning condition is proposed under the current application.
Increased pressure on car parking	Discussed in the Transport & Highways section of the report.
Aparthotel and 6 dwellings would represent an inappropriate form of backland development	The aparthotel development proposal forms part of another planning application [20/1300/F] and cannot be assessed under the current application.

## 6.6 Internal Consultees

6.7 A summary of the consultation responses received from local residents, along with the Officer comments are set out in table below:

Details of Representation	Summary of Comments	Officer's Comments
Waste Services	No comments received	n/a

## 7.0 Planning Context

7.1 This application needs to be considered in the context of a range of national, regional and local planning policies and Supplementary Planning Guidance / Documents.

- **National Planning Policy Framework (NPPF - 2019)**
- **The London Plan (March 2016)** - Full details of relevant policies refer to appendix 3.
- **The Royal Greenwich Local Plan: Core Strategy with Detailed Policies ("Core Strategy" - 2014)** - Full details of relevant policies refer to appendix 3.

7.2 For full details of relevant SPD / Documents refer to Appendix 3.

## 8.0 Planning Considerations

- 8.1 The planning considerations relevant to this application are as follows:
- Context of Minor Material Amendment/ Principle of Development
  - Retention of rear extension to the public house
  - Transport, Highways & Access
  - Refuse and Recycling
  - Trees
  - Neighbouring amenity
  - Other Matters
  - CIL

### **Context of Minor Material Amendment/Principle of Development**

- 8.2 An application can be made under section 73 of the Town and Country Planning Act 1990 to vary or remove conditions associated with a planning permission. One of the uses of a S.73 application is to seek a minor material amendment to approved plans, which is the case in this instance (Condition 1 of application 18/2959/F dated 26/11/2019). A S.73 application results in a new permission being issued sitting alongside the original permission, which remains intact and unamended.
- 8.3 There is no statutory definition of a ‘minor material amendment’, however Government guidance has suggested a non-statutory definition: “a minor material amendment is one whose scale and nature results in a development which is not substantially different from the one which has been approved”.
- 8.4 The principle of redeveloping the land to the rear of the former public house to provide 6 dwellings (5x3 bed and 1x4 bed) has been established under the previous application. Since the granting of planning permission under application 18/2595/F there has been no material change in adopted planning policy. As such the principle of development remain acceptable. Furthermore, the height, scale and bulk and the design of the development also remains acceptable and the proposed houses would also still deliver a high-quality living environment for prospective occupiers. Finally, the approved houses would still not have an adverse impact on the residential amenity of occupiers of adjoining occupiers
- 8.5 With this in mind, Officers consider that the proposed changes would constitute a minor material amendment and as discussed in the following sections of the report, the proposed amendments are considered to be acceptable.

- 8.6 Therefore, the wider principle of re-developing the site has been established under the previous consent and remain acceptable.

### **Retention of Public House Rear Extension**

- 8.7 The proposed retention of the rear extension of the pub is acceptable in design terms as it currently exists and would not have any material impact on the approved residential scheme to the rear. Whilst the retention of the rear extension would result in a reduction in the level of car parking and alteration to the location of the refuse and recycling provision and cycle parking provision, as detailed in the below sections if retained there would be no access or safety issues as a result of its retention. As such, it is considered that the retention of this existing element of the public house can be supported.

### **Highways and Car Parking**

- 8.8 London Plan Policy 6.13 sets out parking requirements for development and to ensure that an appropriate balance is struck between promoting new development and preventing excessive parking provision that can undermine cycling, walking and public transport uses.
- 8.9 Policy IM(c) of the Royal Greenwich Local Plan states that developments must provide the minimum level of car and cycle parking provision in accordance with the requirements of the London Plan. Policy IM(c) further states that developments in areas of high Public Transport Accessibility Levels (PTALs) and within Controlled parking Zones (CPZs) should be car free.
- 8.10 The site is located approximately 700m from Charlton Railway Station and within walking distance to 8 bus routes. It therefore has good access to public transport having a PTAL of 4 on a scale of 1 to 6, (where 6 is excellent).
- 8.11 London Plan guidance outlines that for 1-2 bed units, less than 1 car parking space should be provided per unit and significantly less than 1 car parking space per unit if there is good access to public transport. In the previously granted permission 9 spaces [including 2 disabled access] were provided and approved whereas the applicant now proposes 4 spaces [including 2 disabled access]. This reduction in car parking is in line with adopted parking standards and therefore a reduction in car parking is supported at this location. The creation of a wholly car free scheme is not supported in this location due to the provision of family accommodation and it is accepted that

some car parking will be required. Therefore a car free development is not required in this instance. In order to ensure that the car parking to the rear is for residential use only the applicant has proposed rising bollard to the rear of the site which is a welcomed addition and also controls the number of vehicular movements. Access to the rear of the site is for car use only as refuse vehicles will collect from the roadside.

- 8.12 It is noted that access to the rear is via the existing laneway and this will be narrower than the previously granted scheme given that the rear extension is now being retained. However the width of the roadway is deemed to be sufficient as it ranges from 5.15m at its widest to 2.7m wide at its narrowest point and given that the number of vehicles utilising the access will be reduced from 9 to 4 there will be minimal vehicle movements using the access.
- 8.13 As with the original permission it is recommended that a condition be attached restricting future occupiers from applying for on-street permits, so as to avoid adding to any existing parking stress within the area. This is supported by Highway Officers.
- 8.14 Policy IM(b) of the Royal Greenwich Local Plan requires new development to integrate with existing footpaths and cycle paths, to promote walking and cycling safety, and to have regard to the Royal Borough's Cycling Strategy. Furthermore Policy 6.9 of the London Plan requires the following levels of cycle parking:
- 1 space per 175sqm of floor space
  - 2 space per all other dwellings
- 8.15 The applicant has provided 10 short stay cycle space to the front of the site, for the public house use, the same number as the previously granted development. Previously these were located to the rear of the site. This relocation is deemed to be acceptable as it is appropriately located. 10 long terms spaces for the residential units are proposed to the rear of the site, which is the same number of spaces and location as the previously approved scheme. A condition will be attached to any grant of planning permission stating that the long term spaces are to be covered and secure.
- 8.16 The applicant has proposed the same level of cycle storage as per the previously approved scheme the only change is that this has been relocated. It is deemed to be acceptable as it is still accessible, providing secure storage

spaces for both the residential units and the public house and therefore complies with current planning policy.

### **Refuse**

- 8.17 Policy DH1 of the Royal Greenwich Local Plan clearly states that any new development should have a high-quality design which clearly demonstrates on site waste management including evidence of waste reduction, use of recycled materials and dedicated recyclable waste storage space. This is supported by Policy H5.
- 8.18 The applicant has provided the same level of refuse storage as per the previously approved scheme but the location of the store has been moved from the rear of the public house to the side of the public house which is approximately 2m further north of its approved location. Given the minimal distance of the relocation, that the capacity of the bin store remains unchanged and there would be no obstacles to collection from this location it is deemed to be acceptable.

### **Trees**

- 8.19 The proposed changes to the car parking layout has resulted in amendments to the landscaping plan for the site. The applicant proposes to relocate one of the approved trees further south to be coherent with the new car parking layout. The Tree Officer was consulted on this revision and welcomes the revised proposal as the tree would be more visible from the public realm.
- 8.20 The issue over trees was considered under the previous application, with particular reference to a large tree in the south west corner of the site. It was noted on the submitted plans for the current application that this tree was shown as being retained even though it was felled prior to the determination of the original application (18/2959/F) as set out in the recorded minutes:

*The committee also noted clarification from the Area Planning Manager (West) that the tree that was felled on the proposed site was not protected by a Tree Preservation Order, nor was it protected as the site was not within a Conservation Area. As such, the felling of the tree had not required the Council's approval, and that the applicant had confirmed that a replacement tree would be planted on the site.*

*Members welcomed plans for a replacement, but commented on their dissatisfaction because the developer had informed that no trees would be cut down. Thus, should the recommendation in the report be approved, the applicant should take steps not to deviate from the approved scheme during the proposed demolition and construction work.*

- 8.21 Amended plans have since been provided to accurately show that the tree in question is no longer on site.

### **Flood Risk**

- 8.22. Policy E2 outlines that development proposals will be expected to apply the sequential and exceptions tests as detailed in the National Planning Policy Framework and accompanying Technical Guidance and demonstrate consideration of all forms of flood risk by preparing flood risk assessments, in line with advice from the Environment Agency.
- 8.23 The applicant submitted an FRA with the 18/2959/F application which was assessed by the council who recommended that detailed surface water drainage and maintenance plan covering the lifetime of the development should be secured by condition. Subject to the above, it was stated that the proposed development would not increase the risk of surface water flooding on the site or within the surrounding area.
- 8.24 Furthermore it was stated that “given that the building is existing, and there are no changes proposed under this application (beside the demolition of the rear extension) it is recommended that should the pub become in use, the Applicant is encouraged to incorporate the flood resistance and resilience measures stated under section 9.4 of the FRA into the building”. Therefore in the context of the current application given that the rear extension is now to be retained there are no changes proposed under this application.
- 8.25 It was concluded that overall the 18/2959/F application adequately addressed the response to Flood Risk measures on the site and the application was considered to satisfy policies E2 and E3 of the Core Strategy (2014) and para. 58 of the Revised National Planning Policy Framework 2018. Given that the only structural changes proposed in the current application is the retention of the rear extension there are no new flood risk matters to be considered.

### **CIL**

- 8.26 The development would be CIL liable.

## 9 **Conclusion**

- 9.1 The proposed amendments are considered acceptable with regard to design, layout and the proposed development would still provide a good standard of accommodation for future occupiers. The development is also considered to have an acceptable impact on neighbouring amenity and the local highway system.
- 9.2 Based on the above, it is therefore recommended that permission be granted for application reference 20/2942/MA, subject to the conditions outlined in Appendix 2.

Background Papers: National Planning Policy Framework (2018)  
The London Plan (2016)  
Royal Greenwich Local Plan; Core Strategy with Detailed Policies (2014)

Report Author: Roisin Butler  
Tel No.: 0208 921 4302  
Email: [Roisin.Butler@royalgreenwich.gov.uk](mailto:Roisin.Butler@royalgreenwich.gov.uk)

Reporting to: Victoria Geoghegan - Assistant Director Planning &  
Building Control  
Tel No.: 0208 921 4296  
Email: [Victoria.Geoghegan@royalgreenwich.gov.uk](mailto:Victoria.Geoghegan@royalgreenwich.gov.uk)

## **Appendix 1 - Drawing numbers**

The following drawings and associated documentation has been submitted by the applicant in support of application reference 20/2942/MA:

EX01 Rev B, EX02 Rev A, EX03, PL01 Rev F, PL01 Rev C [marked up plan], PL02 REV F, PL03 Rev F, PL04 Rev F, PL10 Rev A, PL11 Rev C, Cover Letter, Previously approved Plans [EX04, EX05, PL01 Rev C, PL02 Rev C, PL03 Rev C, PL05 Rev A, PL06 REV A, PL07 Rev A, PL08 Rev A, PL09 Rev A, PL10, PL11B, PL12 Rev A, PL13, PL14 Rev A, PL15 Rev A, PL16 Rev A, Ecology Assessment, Planning Statement, Energy and Sustainability Statement, Air Quality Assessment, Flood Risk Assessment, Archaeological Desk- Based Assessment & Design and Access Statement]

## **Appendix 2 – Conditions and Informative(s)**

### **Condition 1**

The development to which this permission relates must be begun not later than the expiration of three (3) years beginning with the date on which the permission is granted.

**Reason:** As required by Section 91 of the Town and Country Planning Act 1990.

### **Condition 2**

The development shall be carried out strictly in accordance with the application plans, drawings and documents hereby approved and as detailed below:

EX01 Rev B, EX02 Rev A, EX03, EX04, EX05, PL01 Rev F, PL01 Rev C [marked up plan], PL02 REV F, PL03 Rev F, PL04 Rev F, PL05 Rev A, PL06 REV A, PL07 Rev A, PL08 Rev A, PL09 Rev A, PL10 Rev A, PL11 Rev C, PL12 Rev A, PL13, PL14 Rev A, PL15 Rev A, PL16 Rev A,

Cover Letter, Ecology Assessment, Planning Statement, Energy and Sustainability Statement, Air Quality Assessment, Flood Risk Assessment, Archaeological Desk-Based Assessment & Design and Access Statement

**Reason:** In the interests of good planning and to ensure that the development is carried out in accordance with the approved documents, plans and drawings submitted with the application and is acceptable to the local planning authority.

### **Condition 3**

No development shall commence on site until a detailed schedule and specifications of all external materials and finishes/windows and external doors to be used on the buildings have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

**Reason:** To ensure that the local planning authority may be satisfied as to the external appearance of the building(s) and to comply with Policies 3.5 and 7.4 of the London Plan (2016), Policies DHI and H5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014).

#### **Condition 4**

No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

d. A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site.

A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

**Reason:** For the protection of Controlled Waters. The site is located over a Principal Aquifer and it is unknown if the site may be affected by historic contamination and ensure compliance with Policy 5.21 of the London Plan (2016) and Policy E(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014).

#### **Condition 5**

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

**Reason:** To reduce risk to controlled waters. To comply with the Nation Planning Policy Framework (2018) paragraphs 170 and 178-180 and Policy 5.21 of the London Plan (2016) and Policy E(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014).

### **Condition 6**

No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

**Reason:** To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 170 of the National Planning Policy Framework (2018).

### **Condition 7**

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

**Reason:** To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants and therefore complies with Policy 5.21 of the London Plan (2016) and Policy E(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014). Piling and investigation boreholes using penetrative methods can result in risks to potable supplies from, for example, pollution / turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways.

### **Condition 8**

Prior to construction works commencing; a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority for a management scheme to control and minimise emissions of air pollutants attributable to the construction of the development.

This should include a risk assessment and a method statement in accordance with the control of dust and emissions from Construction and Demolition Best Practice Guidance published by the Greater London Authority:

- Proposals for monitoring dust / particulates and procedures to be put in place where agreed dust / particulates levels are exceeded;
- A dust risk assessment shall be undertaken; to include dust suppression methods to be used including details of equipment during the different stages of the development;
- Site plan identifying location of site entrance, exit, wheel washing, hard standing hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
- Confirmation if a mobile crusher will be used on site and if so, a copy of the permit and intended dates of operation;
- Bonfire policy;
- Proposals for monitoring dust and preventing or controlling unacceptable releases;
- Wheel washing facilities, location and facilities for discharging the water.

Reference shall be made to: The Mayor of London's 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance <https://www.london.gov.uk/file/18750/download?token=zV3ZKTpP>:

BRE four part Pollution Control Guide, Part I Pre-project planning and effective management; 'Controlling particles, vapour and noise pollution from construction sites'.

The plan should also include a management scheme to control and minimise noise and vibration attributable to construction on the development site, and include:

- Haulage routes
- Measures to ensure the footway and carriageway on Blackwall Lane is not blocked, including buses.
- Hours of work
- Likely noise levels to be generated from plant and construction works
- Details of any noise screening measures

- Proposals for monitoring noise and procedures for controlling excessive noise and vibration
- Note: it is expected that vibration over 1mm/s measured as a peak particle velocity at residential properties would constitute unreasonable vibration.

Reference shall be made to: The Councils' Construction Site Noise Code of Practice

[http://www.royalgreenwich.gov.uk/downloads/file/470/noise\\_from\\_major\\_construction\\_sites\\_leaflet](http://www.royalgreenwich.gov.uk/downloads/file/470/noise_from_major_construction_sites_leaflet)

BRE four part Pollution Control Guides 'Controlling particles and noise pollution from construction sites'.

**Reason:** In order to protect future residents from poor air quality local air quality, and to safeguard the amenities, health and safety of neighbouring properties and occupiers and of the area generally, in compliance with Policies 7.14 and 7.15 of the London Plan (2016) and Policy E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (Adopted July 2014).

### **Condition 9**

Prior to the commencement of the development; a Demolition and Construction Method shall be submitted to and approved in writing by the Local Planning Authority for a management scheme to control and minimise emissions of air pollutants attributable to the construction of the development. This should include a risk assessment and a method statement in accordance with the control of dust and emissions from Construction and Demolition Best Practice Guidance published by the Greater London Authority:

- Proposals for monitoring dust / particulates and procedures to be put in place where agreed dust / particulates levels are exceeded;
- A dust risk assessment shall be undertaken; to include dust suppression methods to be used including details of equipment during the different stages of the development;
- Site plan identifying location of site entrance, exit, wheel washing, hard standing hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
- Confirmation if a mobile crusher will be used on site and if so, a copy of the permit and intended dates of operation;
- Bonfire policy;
- Proposals for monitoring dust and preventing or controlling unacceptable releases;
- Wheel washing facilities, location and facilities for discharging the water.

**Reason:** In order to safeguard the amenities, health and safety of neighbouring properties and occupiers and of the area generally, and to ensure compliance with

Policies 7.14 of the London Plan (2016) and Policies E(a) and E(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (Adopted July 2014).

### **Condition 10**

Prior to the commencement of the development, a detailed Construction Logistics Plan (CLP) shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with Transport for London. The CLP shall include measures to dissuade construction workers from parking in the vicinity of the development. The CLP shall in all respects be implemented in accordance with the details approved pursuant to this condition. a. The development shall be carried out in accordance the approved details. Reason: In order to safeguard residential amenity and pedestrian and traffic safety and ensure compliance with Policy 6.3 of the London Plan (2016) and Policies E(c) and IM4 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (Adopted July 2014).

### **Condition 11**

A minimum of 20 secure and dry cycle parking spaces shall be provided within the development as indicated on the plans hereby approved.

No development shall commence on site until the full details of the cycle parking facilities have been submitted to and approved in writing by the local planning authority.

All cycle parking spaces shall be provided and made available for use prior to occupation of the development and maintained thereafter.

**Reason:** To promote sustainable travel and to ensure compliance with Policy 6.9 of the London Plan (2016) and IM4, IM(b) and IM(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (Adopted July 2014).

### **Condition 12**

Prior to the commencement of ground works, a Tree Protection Plan (TPP) shall be submitted to and approved in writing by the Local Planning Authority. The TPP should follow the recommendations set out in BS 5837:2012 (Trees in relation to design, demolition and construction – Recommendations). The TPP should clearly indicate on a dimensioned plan superimposed on the building layout plan and in a written schedule details of the location and form of protective barriers to form a construction exclusion zone, the extent and type of ground protection measures, and any additional measures needed to protect vulnerable sections of trees and their root protection areas where construction activity cannot be fully or permanently excluded. The scheme shall be implemented in accordance with the approved details

**Reason:** To safeguard the health and safety of trees during building operations and the visual amenities of the area generally and to comply with Policy 7.19 of the London Plan (2016) and Policy OS (f) of the Core Strategy (2014).

### **Condition 13**

Prior to the commencement of the development hereby approved details of the sound attenuation to protect against externally generated (environmental) noise sources including road, rail, aircraft traffic so as to achieve the internal ambient noise levels detailed in Table 4 section 7.7.2 of BS8233:2014 and World Health Organisation Guidelines for Community. Noise shall be submitted to and approved in writing by, the Local Planning Authority. The measured or calculated noise levels shall be determined in accordance to the latest British Standard 8233:2014 Guidance on sound insulation and noise reduction for buildings. Internal noise levels should be achieved with windows open for rapid ventilation purposes. Where this cannot be achieved alternative means of ventilation and cooling will be required. Where whole house ventilation is provided then acoustically treated inlets and outlets should ideally be located away from the facades most exposed to noise and any local sources of air pollution. For gardens and balconies the noise level shall not exceed the specified limit within BS8233:2014.

b) The approved works are to be completed prior to occupation of the development and retained for the lifetime of the development.

**Reason:** In order to ensure a good level of residential amenity for future occupants and to ensure compliance with Policy 3.5 of the London Plan (2016) and Policy H5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (Adopted July 2014).

### **Condition 14**

- a. Prior to the commencement of the development, other than demolition and groundworks, details relating to privacy screening to the approved rear terraces shall be submitted to and agreed in writing by the Local Planning Authority.
- b. The agreed measures shall be implemented prior to the first occupation of the development and retained for the lifetime of the development.

**Reason:** To retain the residential amenity of occupants immediately to the east of the site and to accord with policy DH(b) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (Adopted July 2014).

### **Condition 15**

Prior to the commencement of any works hereby approved including demolition a preliminary bat roost assessment shall be undertaken on buildings and mature trees on the subject site. If required a nocturnal emergence and dawn re-entry survey

shall be undertaken in line with best practice survey guidelines during the bat activity season. The results shall be submitted to and approved in writing by, the Local Planning Authority prior to the commencement of any works.

**Reason:** To ensure that the development does not adversely affect any bats on the site and ensure compliance with Policy 7.19 of the London Plan (2016) and Policy OS4 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

### **Condition 16**

Prior to the commencement of earth works, a surface water drainage scheme for the site based on sustainable drainage principles, where possible, and an assessment of the hydrological and hydro geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that achieves a greenfield runoff rate. The development shall be carried out and retained for the lifetime of the development in accordance the approved details.

**Reason:** To prevent the increased risk of flooding, both on and off site and to ensure compliance with Policy 5.13 of the London Plan (2016).

### **Condition 17**

Notwithstanding approved document 'preliminary ecological appraisal' by Middlemarch Environmental, dated August 2018 full details of mitigation measures shall be submitted to and approved in writing by the Local Planning Authority prior to ground works of the development hereby approved. a. The approved mitigation measures shall be implemented in full prior to occupation. Reason: To increase the biodiversity of the site, to mitigate any impact from the development hereby approved and to comply with Policy 7.19 of the London Plan (2016) and Policy OS4 of the Royal Greenwich Core Strategy and Detailed Policies 2014. Condition 18 b. A scheme of soft landscaping (including details of any trees or hedges to be retained and proposed plant numbers, species, location and size of trees and tree pits) and details of the management and maintenance of the landscaping for a period of five years shall be submitted to and approved in writing by the local planning authority prior to construction of the above ground works. The soft landscaping shall; a. Include one mature tree with a height at planting of a minimum of four metres, and a. Incorporate the recommendations of approved document 'preliminary ecological appraisal' by Middlemarch Environmental, dated August 2018. b. All planting, seeding or turfing shall be carried out in the first planting and seeding seasons following the completion of the development, in accordance with the approved scheme under part (a). 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. Reason: In order that the local planning authority may be satisfied as to the details

of the proposal and to comply with Policy 7.19 of the London Plan (2016) Policy OS(f) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2104).

### **Condition 19**

The mitigation measures set out in table 17 of approved document 'Redevelopment of Land to the rear of the Pickwick Arms, 246 Woolwich Road: Air Quality Assessment' dated July 2018 shall be carried out in accordance with the approved details and retained for the lifetime of the development.

**Reason:** To protect future residents from poor air quality local air quality, comply with Policy 7.14 of the London Plan (2016) and Policy E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (Adopted July 2014).

### **Condition 21**

Prior to above ground works, details of the boilers hereby approved shall be submitted to and approved in writing by the local planning authority. The boilers shall have dry NO<sub>x</sub> emissions not exceeding 40 mg/kWh (0%). The boilers shall be installed and retained for the lifetime of the development in accordance the approved details unless the prior written approval of the authority is given.

**Reason:** To comply with the London Plan's SPG on Sustainable Design and Construction and Policy 7.14 of the London Plan (2016) in relation to air quality.

### **Condition 22**

No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy (condition 4) and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longerterm monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

**Reason:** To reduce risk to controlled waters. Controlled waters are particularly sensitive in this location because the site is located upon a Principal aquifer within the underlying chalk. To comply with the Nation Planning Policy Framework (2019) paragraphs 170 and 178-180 and ensure compliance with Policy 5.21 of the London Plan (2016) and Policy E(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014).

### **Condition 23**

Prior to the first occupation of the development, an evacuation plan covering flood evacuation and escape routes, and signage within and outside buildings shall be

submitted to, and approved in writing by, the Local Planning Authority. The evacuation plan and measure identified within it shall fully implemented in accordance with the approved details prior to the occupation of the development and shall be retained for the lifetime of the development.

**Reason:** To minimise the risk of flooding to users of the building and to ensure compliance with Policy 5.12 of the London Plan (2016) and Policy E2 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (Adopted July 2014).

#### **Condition 24**

Prior to the commencement of works above ground level full details of the refuse storage, recycling facilities and refuse collection arrangements shall be submitted to, and approved in writing by, the Local Planning Authority. Such details shall include but are not limited to: Separate storage areas for bulk storage and bin storage; · Turning areas to allow the refuse trucks to move in forward motion when entering and exiting the road; · Bin store arrangements for front gardens of houses and ground floor units. · Provision of bin storage for each non-residential unit; including location of any communal collection points for each of the units; details of any enclosures to be provided for all of the external communal collection points; details of management arrangements for movement of refuse to any collection points; The storage and recycling facilities shall in all respects be constructed in accordance with the approved details, before the relevant part of the development is first occupied and maintained for the lifetime of the development.

**Reason:** In order that the Council may be satisfied with the details of the proposal and to ensure compliance with Policy 5.16 of the London Plan (2016) and Policies H5 and DH1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (Adopted July 2014).

#### **Condition 25**

No development above ground level shall take place until details shall be submitted to and approved in writing by the Council confirming that:

- a) all future occupiers of the approved development cannot apply for, obtain, or hold an on-street parking permit to park a vehicle on the public highway within the administrative district of the Local Planning Authority (other than a disabled person's badge issued pursuant to section 21 of the Chronically Sick and Disabled Persons Act 1970 or similar legislation); and
- b) all occupiers of the approved development are required to surrender any such permit wrongly issued or held.

**Reason:** To promoted sustainable transport by reducing the need for car travel and to ensure compliance with Policy 6.13 of the London Plan and Policy IM(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

#### **Informative(s)**

1. The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, no pre-application advice was sought. However, as the proposal was clearly in accordance with the Development Plan, permission could be granted without any further discussion.
2. Piling - With respect to any proposals for piling through made ground, we would refer you to the Environment Agency guidance document "Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention". NGWCL Centre Project NC/99/73. A Piling Risk Assessment (PRA) is required to demonstrate that the chosen piling method does not result in deformation of the ground that may lead to an increase in the risk of near-surface pollutants migrating to underlying aquifers. The risk assessment must investigate whether the water environment source-pathway-receptor linkages. Further guidance is available on the Environment Agency web site.
3. Disposal of soil - Contaminated soil that is, or must be disposed of, is waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes: • Duty of Care Regulations 1991 • Hazardous Waste (England and Wales) Regulations 2005 • Environmental Permitting (England and Wales) Regulations 2010 • The Waste (England and Wales) Regulations 2011 Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. If the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12 month period the developer will need to register with us as a hazardous waste producer. Refer to our website at [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk) for more information. Access to the site needs to comply with the requirements of Fire Safety Guidance Note GN29)

### **Appendix 3 - National, regional and local planning policies and Supplementary Planning Guidance / Documents**

The NPPF (2018)

The National Planning Policy Framework (NPPF) confirms that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. Of relevance in this instance is:

Chapter 2 Achieving sustainable development  
Chapter 5 Delivering a sufficient supply of homes  
Chapter 9 Promoting sustainable transport  
Chapter 11 Making effective use of land  
Chapter 12 Achieving well-designed places  
Chapter 14 Meeting the challenge of climate change, flooding and coastal change  
Chapter 16 Conserving and enhancing the historic environment

### The London Plan (2016)

In March 2016 the London Plan (March 2015) was updated with minor amendments. The policies relevant to this application are:

Policy 3.3 Increasing Housing Supply  
Policy 3.4 Optimising housing potential  
Policy 3.5 Quality and Design of Housing Developments  
Policy 3.8 Housing Choice  
Policy 5.1 Climate change mitigation  
Policy 5.2 Minimising Carbon Dioxide Emissions  
Policy 5.3 Sustainable Design and Construction  
Policy 5.12 Flood Risk Management  
Policy 5.13 Sustainable Drainage  
Policy 6.3 Assessing effects of development on transport capacity  
Policy 6.9 Cycling  
Policy 6.12 Road network capacity  
Policy 6.13 Parking  
Policy 7.4 Local character  
Policy 7.6 Architecture  
Policy 7.8 Heritage assets and archaeology  
Policy 7.15 Reducing and managing noise  
Policy 8.3 Community infrastructure levy

### The Royal Borough of Greenwich Adopted Core Strategy (July 2014)

The Royal Greenwich Local Plan: Core Strategy with Detailed Policies was adopted by the Council on 30th July 2014. The Core Strategy and the London Plan are the borough's statutory development plans. The following lists the relevant strategic

objectives, spatial policies and cross cutting policies from the Core Strategy as they relate to this application:

Policy H1	New Housing
Policy H2	Housing Mix
Policy H5	Housing Design
Policy H(b)	Conversions
Policy DH1	Design
Policy DH3	Heritage Assets
Policy DH(b)	Protection of Amenity for Adjacent Occupiers
Policy DH(g)	Local Views
Policy DH(h)	Conservation Areas
Policy DH(j)	Locally Listed Buildings
Policy EA(a)	Local Employment Sites
Policy EA(b)	Pubs
Policy E1	Carbon Emissions
Policy E2	Flood Risk
Policy E(a)	Pollution
Policy OS(f)	Ecological Factors
Policy IM1	Infrastructure
Policy IM(a)	Impact on the Road Network
Policy IM(b)	Walking and cycling
Policy IM(c)	Parking standard
Policy IM4	Sustainable Travel

Supplementary Planning Guidance/Documents:

Nationally Described Space Standard (2015)

London Housing SPD (2016)

Residential Extensions, Basement and Conversion Guidance SPD (2018).