

Planning Board	Agenda Item: 6
1 December 2020	Reference No: 19/4398/O

Applicant: Berkeley Homes (East Thames) and Peabody Land Ltd (c/o of agent)

Agent: Gerald Eve LLP, 72 Welbeck Street, London, W1G 0AY

Site Address: Land bounded by Pettman Crescent, Nathan Way and Hadden Road, London, SE28	Ward: Thamesmead Moorings Application Type: Hybrid application (part Full, part Outline)
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SECOND ADDENDUM

I. Consultation

I.1 Since publication of the Officer's report and the subsequent Addendum further representations entitled 'Outstanding Strategic Transport Concerns' have been received from Transport for London (dated 03 November 2020). Further comments have also been received from the Ministry of Justice.

I.2 The comments are as summarised below:

Details of Representation	Summary of Comments	Officers comments
Transport for London	<u>Bus contribution</u> - Note that the £500,000 to be secured in the S106 will only cover one of the five additional bus services required, and will therefore not meet the demand for bus travel generated by the proposed development. A consequence of this is that passengers, both existing and	Following further negotiation the financial contribution towards bus enhancements has been increased to £1,000,000 in agreement with TfL. See further

	<p>those from the proposed development, will be 'left behind' at stops because buses are full. In the morning peak this is likely to impact those seeking to board a bus nearer to the end of the route or key destination such as the Woolwich rail stations, and this would therefore include people living on the proposed development. In the evening peak, the impact will be spread across all passengers including those from other developments who have made a justified S106 contribution.</p> <p>Consequently, there will be those would be passengers who will have to wait longer for a bus or if there is capacity take another route which is less convenient or change their travel behaviour or times. TfL will not be funding nor be able to fund any enhanced services to mitigate the demand generated by your client's development in the absence of the appropriate amount of s106 funding. This should be taken into consideration by the planning committee determining the application.</p> <p>- Consider appropriate mitigation to address the</p>	<p>commentary in section 2 below.</p>
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	<p>adverse transport impacts has not been secured contrary to Policy T4 of the ItPLP.</p> <p><u>Highway Impact Assessment</u> - Whilst further modelling is not required, relevant mitigation to include traffic signal enhancements and engineering works must be secured through the S278 works.</p> <p><u>Car parking</u> - Due to the sites location within an inner London Opportunity Area, the proposed development should be car-free to conform to the Intend to Publish London Plan (ItPLP) policy T6. - As required in Policy T1 of the ItPLP, development proposals should facilitate the delivery of the Mayor’s strategic mode shift target. For inner London boroughs, this is for 90 per cent of journeys to be made by modes of walking, cycling and public transport. The quantum of car parking proposed at this site will enable up to 30 per cent of units to travel by car. - Furthermore, there are aspirations from both TfL and Greenwich to improve the</p>	<p>Noted. The applicant has agreed to provide the mitigation sought through the relevant S278. See amended heads of terms in section 3 below.</p> <p>Noted. This is addressed in paragraphs 17.39-17.48 of the main Officer’s report. It is also proposed to amend condition 90, to require parking levels for the outline plots to be reviewed as they come forward with the objective of reducing the overall quantum of on-site car parking.</p> <p>Noted.</p>
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	<p>public transport accessibility in this area. This is reflected in the draft OAPF, which has recently been consulted on. It is also understood that there has been investment for a feasibility study for a DLR extension to Thamesmead. As such, agreeing a high parking ratio at this site seems to be counterintuitive to the work/investment that is being carried out towards sustainable and active travel.</p> <ul style="list-style-type: none"> - It is particularly important to align parking provision with public transport investment at this time due to the significant and ongoing financial pressures that TfL, City Hall and the London boroughs are facing. <p><u>Cycle parking</u></p> <ul style="list-style-type: none"> - Whilst quantum accords with the minimum standards identified within the ItPLP, there are still areas of non-compliance with LCDS, also required by policy. - Consider that a minimum 20% of provision should be on Sheffield stands at normal spacing. - The proposed development incorporates 95 per cent of two-tier racks. Not providing high quality and usable cycle 	<p>Noted.</p> <p>The applicant states that the LCDS does not specify a percentage of accessible cycle stands to be provided. Nonetheless it is intended to commit to a review of the number of Sheffield stands to be provided within the outline plots. See amended condition 24 below.</p>
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	<p>parking by all will impact on achieving the modal shift being presented by the applicant. It will also not support achieving the Mayor's strategic modal shift.</p> <ul style="list-style-type: none"> - Consider that TfL's concerns in terms of the quality of cycle parking could be addressed through the removal of general car parking spaces. 	<p>As above the quantum of car parking to be provided in the outline plots will be subject to review with potential for additional space for cycle parking.</p>
<p>Ministry of Justice</p>	<ul style="list-style-type: none"> - From review of the addendum it does not clearly set out measures to protect the access to the Prison's multi-storey car Park from Hadden Road. HMP Thameside has a number of car parking areas – these are accessed from two points. The first access is north off Griffin Manor Way (to ground level, surface parking areas) and the second access (to a multi storey car park) is east off Griffin Manor Way, along Hadden Road. - Request amendments to the heads of terms to reflect requirement for the access to the Hadden Road car park to be either maintained or re-provided via an alternative access from Nathan Way before the stopping up of the existing Griffin Manor Way access and 	<p>Noted. The requested amendments to the relevant heads of terms have been agreed with the applicants and are reported in section 3 below.</p>

	to ensure that vehicular access is maintained from the highway to both HMP Prison entrances and their car parks at all times.	
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2. Material Planning Considerations

- 2.1 Whilst there remains a difference of opinion between TfL and the applicant over the impact that the proposed development is likely to have on the local bus network, particularly in relation to available bus capacity, the recommended contribution for bus service enhancements has been increased from £500,000 to £1,000,000 in agreement with TfL. This comprises an additional £400,000 contribution from the applicant plus £100,000 which it is recommended be re-allocated from the GLAAB contribution in response to the significant viability constraints of the proposals.
- 2.2 TfL comment that whilst this will not cover the cost of all the additional services considered necessary by TfL, it will help to mitigate the impact that the proposed development will have on the surrounding bus network, especially during the AM peak in which demand is highest. TfL reiterate the importance of encouraging walking and cycling to Woolwich through the Travel Plan and improvements to be identified within the Active Travel Zone Assessment.
- 2.3 The reduction in GLAAB contribution from £500,000 to £300,000 (with the difference being split between the public transport contribution referred to above and the highways mitigation referred to below) is considered to be justified by the complementary ‘in kind’ obligation to be secured towards employment and training. Planning obligations can be provided by developers “in kind” (where the developer builds or provides directly the matters necessary to fulfil the obligation), by means of a financial payment, or in cases such as this one a combination of the two. As set out in paragraphs 18.8-18.10 of the Officer’s report, the applicants have demonstrated that they have the capacity and relevant expertise to fulfil the requirements of the obligation through a combination of a financial and ‘in kind’ contributions.

2.4 In response to further dialogue between the applicant and TfL, TfL has agreed that no further modelling is required to assess the highways impacts of the development and that subject to a number of mitigation measures (relating primarily to signaling changes) the development is acceptable in terms of highways impacts. The approximate cost of the signaling has been identified by TfL as £96,400. These costs are reflected in the reduction of the GLLaB contribution referred to above. The bus lane marking and associated engineering work is at present uncoded, albeit the applicants have agreed to delivering the work through a S278 Highways Agreement as set out in section 3 below.

3. Legal Agreement

3.1 In response to the above representations from Transport for London and the Ministry of Justice it is recommended that several amendments are made to the heads of terms to be secured through the S106 legal agreement.

3.2 For clarity, the complete list of heads of terms as set out in paragraph 26.1 of the Officer's report and section 3 of the first Addendum, with relevant amendments are reproduced in full below.

Financial Contributions

- £5,000,000 SIL Investment Strategy contribution;
- £2,400,000 Plumstead Power Station contribution;
- £1,000,000 health contribution;
- £1,004,407 carbon off-setting contribution (detailed elements).
Contribution for outline elements to be calculated once updated details of on-site carbon saving measures have been agreed under the relevant planning condition;
- £617,000 highways contribution;
- ~~£500,000~~ £1,000,000 Transport for London contribution for public transport enhancements;
- £5300,000 GLLaB contribution;
- £35,000 cycle training contribution;

- £30,000 parking surveys contribution, to include consultation on and implementation of, any necessary parking controls, including associated lining and signage and amendments to traffic orders.
- Appropriate indexation of financial contributions.

Affordable Housing

- To secure the delivery, phasing and affordability of the affordable housing, including: 40% overall affordable housing provision with 50% in the first phase (173 London Affordable Rent and 112 Shared Ownership units) units;
- Affordable mix;
- Affordability criteria;
- Triggers for delivery related to the phasing and delivery of the development;
- Marketing and lettings plans;
- Service charges;
- Rent levels;
- Early stage financial review mechanism to be implemented in the event the development is not substantially commenced within 18 months from the date of approval.

Transport

- To offer Car club provision and car club membership for each dwelling for 5 years;
- Use of reasonable endeavours to work with third party landowners to fund and implement ramped access to the Ridgeway;
- Requirement to enter into an agreement pursuant to S278 of the Highways Act 1980 (as amended) to include, but not be limited to, cycleway along Pettman Crescent between the junctions of Western Way and Nathan Way, installation of controlled pedestrian crossing linking main site to Plot 1, Nathan Way junction entry treatment including pedestrian refuge island, new or relocated bus stops on Pettman Crescent and Nathan Way, resurfacing of pavements around the site;
- Requirement to enter into an agreement pursuant to S278 of the Highways Act 1980 (as amended) to include:

- Signal enhancement and priority for buses by introducing or improving iBus equipment within SCOOT regions 419 (Pettman Gyratory) and 1356 (Western Way Belmarsh Prison)
- Signal timing reviews of SCOOT Regions:419, 1356 1353 and 543 once prison access is introduced and post full occupation
- Pedestrian SCOOT and/or countdown at the new crossing and within R419 (the cost for this and the above two measures to not exceed £100,000)
- Refresh bus lane markings and add sign to make it clear that is a bus lane (Foreland St)
- Restriction on commencement of the development until an Active Travel Zone Assessment has been undertaken in accordance with the aims of Healthy Streets for London and approved in writing by the Local Planning Authority. Restriction on first occupation until the approved measures have been implemented and to be retained and maintained for the lifetime of the development.

Community Facilities

- Priority use of 'walk-to' community facilities in Plot 9 for Class D1 nursery use.

Open Space and Public Realm

- Provision of the open space and public realm;
- Arrangements for access, management and maintenance of the open space and public realm.

Other Obligations

- Not to carry out any part of the development until the prison access works (which are currently the subject of planning application 19/4370/F) have been implemented and are operational and that the additional access to the Hadden Road car park is either maintained or re-provided via an alternative access from Nathan Way before the stopping up of the existing Griffin Manor Way access.
- To ensure that there is vehicular access maintained from the highway to both HMP Prison entrances and their car parks at all times.
- Implementation of a SIL Investment Strategy to achieve the short-term opportunities detailed within the submitted SIL Industrial Masterplan;

- Commitment to securing employment and including a commitment to target a provision of 10% of operatives on site being apprentices or in vocational training [and participating in the Councils GLLaB scheme];
- Requirement for relevant HMP Prisons overlooking mitigation measures to be secured and for applicant/developer to notify future owners/occupiers of the requirement to retain such measures;
- Design Review process for Reserved Matters applications;
- Creation of an Energy Review Panel to review plot and site-wide energy strategy, to include potential future connection to an offsite Qualifying Heat Network;
- Renewable/low carbon energy monitoring;
- Provision of refuse and recycling containers in accordance with approved Waste Strategy;
- To secure unrestricted public access across unadopted parts of the development, including the footpath adjacent to Pettman Crescent;
- Monitoring fees.

4. Planning Conditions

- 4.1 It is recommended that several amendments are made to the planning conditions set out in Appendix 2 of the Officer's report and the section 4 of the Addendum report.
- 4.2 Conditions 6 and 7 have been amended in consultation with the Council's Energy and Sustainability Officer.
- 4.3 Condition 24 has been amended to reflect TfL's aspirations to increase the quantum of Sheffield cycle stands in the outline elements of the development. Condition 90 has been amended in consultation with TfL to reference the expectation for the quantum and ratio of car parking to be provided in the outline elements to be reviewed prior to submission and assessment of the relevant reserved matters, having regard to previous phases and other agreed comparable schemes in the vicinity. Condition 92 has also been amended in consultation with TfL to refer to the policy requirement for future disabled car parking.
- 4.4 Condition 25 has been amended in consultation with the Council's CIL Officer.

- 4.5 The recommended amendments to section 4 of the Addendum report are below. Text with a ~~strike through~~ is to be deleted. Text underlined is new.

Condition 6

Energy Strategy (Residential)

A. Within three-months of the practical completion of the relevant Plot (Plots 2, 3, 4, 7 and 8), the following information shall be submitted to and approved in writing by the Local Planning Authority:

- i. technical information and evidence that the renewable/low carbon technologies are installed in accordance with Part (B) and, if appropriate, complies with the Enhanced Capital Allowances (ECA) product criteria;
- ii. Energy Performance Certificates [EPC's], detailed modelling output reports showing clearly the DER and TER from the "as built stage" from a representative sample of dwellings, in lower, middle and top floor residential units and of different orientations from relevant plots to confirm compliance with the carbon dioxide savings achieved through energy efficiency measures and the energy servicing strategy approved under Part (B);
- iii. Detailed thermal bridging calculations and 'As Built' SAP Thermal Bridging modelling output reports to aspire to comply to accredited construction details or to reduce psi values as far as technically feasible to the accredited construction performance.

B. Prior to the final completion of the relevant Plot (Plots 2, 3, 4, 7 and 8), the approved dwellings shall incorporate and maintain measures to achieve as a minimum an overall onsite reduction in regulated CO₂ emissions of 35% (equal to 300 tonnesCO₂/yr) beyond Building Regulations Part L 2013 (using SAP10 Carbon factors) through the following carbon emission savings as detailed in the approved Energy and Sustainability Assessment Rev 07 (19 December 2019) and Energy and Sustainability Addendum Rev 01 (13 July 2020), both prepared by Buro Happold Engineering, unless otherwise agreed in writing by the Local Planning Authority:

- i. energy saving measures to achieve at least annual carbon dioxide emission savings equating to at least 10%, in regulated carbon dioxide (CO₂) emissions over the compliant BR Part L 2013 TER.

- ii. connection of the dwellings to the energy centre that is located in Plot 3 which interconnects with energy centre in Plot 5, comprising of ~~2 x 0.4MW thermal~~ and 2 x 400kW thermal air source heat pumps and 3 x 1.45MW gas boilers and minimum 2x 20m³ thermal storage, or equivalent or better to provide a minimum of 55% of the site's space heating and hot water demand to all dwellings and achieve at least annual carbon dioxide emission savings of 138 tonnes CO₂, equating to 19.5%, in regulated carbon dioxide (CO₂) emissions over the Be Lean case.
- iii. Installation of at least 223kWp solar PV system to each of the relevant Plots (Plots 2, 3, 4, 7 and 8), showing progress with the install capacities indicated in the Energy and Sustainability Addendum Rev 01 (13 July 2020) to generate at least 137.1MWh per annum and achieve at least annual carbon dioxide emission savings of 31.94 tonnes CO₂, equating to 5.6%, in regulated carbon dioxide (CO₂) emissions over the Be Clean case.
- iv. Measures to reduce the carbon dioxide emissions associated with other energy uses not covered by Building Regulations (un-regulated) should be incorporated and maintained in the development in perpetuity as detailed in the Energy and Sustainability Assessment Rev 07 (19 December 2019) and Energy and Sustainability Addendum Rev 01 (13 July 2020), both prepared by Buro Happold Engineering.

When assessing the CO₂ emissions savings provided by the low carbon energy centre(s) under the second stage of the Energy Hierarchy (Be Clean), each non Reserved Matters Energy Statement shall use a minimum carbon intensity of ≤ 0.1680 kg CO₂/kWh (using SAP 10 carbon factors) or lower or as calculated based on the low carbon solution approved under Part (B) for the heat delivered to each block within the Plots by the low carbon energy centre(s), in accordance with the relevant Energy or updated DHN information.

The development shall be carried out strictly in accordance with the details so approved.

Reason: To ensure that the dwellings within Plots 2, 3, 4, 7 and 8, hereby approved are energy efficient and to contribute to the avoidance of need for new fossil fuel or other primary energy generation capacity and to reduce emissions of greenhouse gases and to minimise the impact of building emissions on local air quality in the interests of health, in

accordance with policies 3.2, 5.3, 5.5, 5.6 and 7.14 of the London Plan 2016, Policy EI of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014), Royal Borough of Greenwich, Greener Greenwich SPD (2014) and the Mayor's Sustainable Design and Construction SPG (2014).

Condition 7

Energy Strategy (Non-residential)

A. Within three-months of the practical completion of the non-residential spaces within Plots 2, 3, 4, 7 and 8, the following information shall be submitted to and approved in writing by the Local Planning Authority:

- i. Efforts to achieve higher carbon dioxide emission savings onsite through beyond best practice energy efficiency measures and prior to a renewable/low carbon technology from the base build to at least achieve the minimum 15% reduction target beyond Building Regulations Part L 2013 as well as achieve as a minimum an onsite CO₂ reduction of 35% (regulated), using SAP 10 carbon factors), shall be investigated and evidence shall be provided.
- ii. technical information and evidence that the renewable/low carbon technologies are installed in accordance with Part (B) and, if appropriate, complies with the Enhanced Capital Allowances (ECA) product criteria.
- iii. Energy Performance Certificates [EPC's], detailed modelling output reports showing clearly the DER/ BER and TER from the "as built stage" to confirm compliance with the carbon dioxide savings achieved through energy efficiency measures and the energy servicing strategy approved under Part (B).
- iv. Detailed thermal bridging calculations to aspire to comply to accredited construction details or to reduce psi values as far as technically feasible to the accredited construction performance.

B) Prior to the final completion of the non-residential spaces within Plots 2, 3, 4, 7 and 8, the approved non-residential spaces shall incorporate and maintain energy saving measures and connection of all non-residential units to the energy centre that is located in Plot 3 which interconnects with energy centre in Plot 5, comprising of 2 x 0.4MW thermal and 1.62kWe air source water based heat pumps and 3 x 1.45MW gas boilers and minimum 2 x 20m³ thermal storage, to provide approximately 55%

the space heating and hot water 2 x 400kW thermal air source heat pumps and 3 x 1.45MW gas boilers and minimum 2x 20m³ thermal storage, to provide a minimum of 55% the site space heating and hot water demand to achieve an overall reduction in regulated CO₂ emissions of at least 24% (equal to 5 tonnesCO₂/yr) beyond Building Regulations Part L 2013 (SAP10) through the following carbon emission savings as detailed in the approved Energy and Sustainability Assessment Rev 07 (19 December 2019) and Energy and Sustainability Addendum Rev 01 (13 July 2020), both prepared by Buro Happold Engineering, unless otherwise agreed in writing by the Local Planning Authority.

C) Measures to reduce the carbon dioxide emissions associated with other energy uses not covered by Building Regulations (un-regulated) should be incorporated and maintained in the development in perpetuity as detailed in the approved Energy and Sustainability Assessment Rev 07 (19 December 2019) and Energy and Sustainability Addendum Rev 01 (13 July 2020), both prepared by Buro Happold Engineering.

The development shall be carried out strictly in accordance with the details so approved.

Reason: To ensure that the non-residential spaces within Plots 2, 3, 4, 7 and 8 hereby approved are energy efficient and to contribute to the avoidance of need for new fossil fuel or other primary energy generation capacity and to reduce emissions of greenhouse gases and to minimise the impact of building emissions on local air quality in the interests of health, in accordance with policies 3.2, 5.3, 5.5, 5.6 and 7.14 of the London Plan 2016, Policy EI of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014), Royal Borough of Greenwich, Greener Greenwich SPD (2014) and the Mayor's Sustainable Design and Construction SPG (2014).

Condition 24

Cycle parking (Residential uses)

Prior to the commencement of above ground works development of the relevant Plot (Plots 1, 5, 6 or 9) (other than demolition, site clearance and ground works), full details of the location and type of facilities for parking

of cycles within the relevant part of the development for occupants and visitors shall be submitted to, and approved in writing by, the Local Planning Authority. The quantum of Sheffield cycle stands for larger and adapted cycles should equate to no less than 5% provision and should provide a width of 900m for each cycle (1.8m spacing), with evidence of opportunities explored to achieve up to a maximum of 20% provision of Sheffield cycle stands at standard spacing should be provided. The percentage of Sheffield cycle stand provision will be reviewed as part of the consideration of any reserved matters submissions.

For the avoidance of doubt, the provision should be in accordance with the standards within the London Plan and London Cycling Design Standards (LCDS) 2016.

The cycle parking shall be implemented in accordance with the details so approved prior to the first occupation of the relevant part of the development and retained and maintained thereafter.

Reason: To promote sustainable travel and to ensure compliance with the London Cycling Design Standards (LCDS) 2016 (or other such document that amends alters or supersedes the LCDS), Policy 6.9 of the London Plan (2016), Policy T5 of the Draft London Plan (2019) and Policies IM4, IM(b) and IM(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 25

Phasing

The phasing of the development shall be carried out in accordance with the hereby approved Masterplan Phasing Plan P0005, and for CIL purposes the CIL Phasing Plans SKI 178/AB and SKI 177/-AB that are consistent with this.

Prior to the commencement of each phase of the Masterplan Phasing Plan P0005, a detailed phasing plan for the purpose of the CIL Regulations (2010) as amended, relating to each ~~plot within part of~~ that masterplan phase shall be submitted to and approved in writing by the Local Planning

Authority. Phasing of the development shall be carried out in accordance with such approved details.

The approved phases shall be separate chargeable developments for the purposes of the CIL Regulations. Where development begins on any part of the site for which reserved matters approval has been granted for chargeable floorspace, and where no detailed phasing plan for that part of the site for the purpose of the CIL Regulations has been approved, the phase will be assumed to be the part of the site subject to the reserved matters approval granted in respect of that floorspace.

The 'first permits' date for each phase of the outline elements shall be the date ~~on which the final pre-commencement condition for that phase is discharged.~~ of the final approval of the last reserved matter or, if earlier, and if agreed in writing by the collecting authority before commencement of any development under that permission, on the day final approval is given under any pre-commencement condition associated with that phase.

Reason: The Local Planning Authority need to be satisfied that the development of this site is undertaken in a coherent and comprehensive manner, is developed within a reasonable time-scale for the benefit of future occupiers and other residents of the area and for the purposes of Regulations 9(4) and 2(1) of the CIL Regulations (2010) as amended.

Condition 90
Car Parking

Car parking shall be provided in accordance with the following ratios and amounts:

- A ratio of up to 0.3 spaces per dwelling unit.

The quantum and ratio of car parking for the outline elements (Plots 1, 5, 6 or 9) shall be reviewed as part of the submission and assessment of any reserved matters applications having regard to previous phases and other agreed comparable schemes in the vicinity. The relevant reserved matters applications shall include such information as may be reasonably required by the Local Planning Authority to enable determination of the

appropriate number of general parking spaces to be provided at the outset of that particular phase and the number of parking spaces which may be required in the future, with the objective of reducing the overall quantum of parking on site.

The car parking spaces provided for the residential units shall be provided in accordance with the details so approved prior to the occupation of any dwelling within the relevant part of the development and maintained solely for that purpose and no development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that order with or without modification) shall be carried out so as to interfere with such use of the parking.

Reason: To ensure that the amount of parking provided on site complies with the amount of parking assessed in the Transport Assessment and in the interest of general traffic and safety and in compliance with Policy 6.13 of the London Plan (2016), Policy T6 of the Draft London Plan (2019) and Policy IM(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 92

Car Park Management Plan

The relevant phase or plot of the development hereby approved shall not be occupied until a Car Park Management Plan for that phase or plot has been submitted to and approved in writing by the Local Planning Authority. The Car Park Management Plan must include at least the following details:

- i. Details of the layout and controls of means of entry to the car park and secure cycle storage areas.
- ii. The proposed allocation of and arrangements for the management of parking spaces including disabled parking bays serving the residential development and details to demonstrate how a further seven percent of residential dwellings will be provided with a disabled person parking space should demand arise.

- iii. Conditions of use and monitoring of the residential and non-residential parking to be provided as well as the on-street visitor parking, disabled parking, car club bays and Blue Badge parking.
- iv. The provision of Electric Vehicle Charging Points (EVCP) including both active and passive provision in accordance with adopted London Plan Guidance including how passive provision will be brought to active use.
- v. The enforcement of unauthorised parking.
- vi. The safety and security measures to be incorporated within the development to ensure the safety of car/cycle parking areas.

The Car Park Management Plan as approved shall be implemented prior to occupation of the relevant part of the Development and shall thereafter be retained and maintained in accordance with the approved details for the lifetime of the development.

Reason: To ensure safe and secure off-street parking is maintained and managed to the satisfaction of the Council and to ensure compliance with Policy 6.13 of the London Plan (2016), Policy T6 of the Draft London Plan (2019) and Policies IM4 and IM(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

5. Recommendation

- 5.1 The recommendation remains to grant permission for planning application reference 19/4398/O, in line with Section I of the main Officer report and the first and second addendum reports.

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