

Applicant: Mr Sunil Purewal

Agent: Mr Jeremy Butterworth, J Butterworth Planning, 71-75 Shelton Street,
London, WC2H 9JQ

Site Address:

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

Ward:

Peninsula Ward

Application Type:

Minor Material Amendment

I.0 Recommendation

- I.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 20/2942/MA, dated 12/02/2021, 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', for the Variation of Approved Scheme Drawings (Condition 1) to allow for a reduction in ground excavations resulting in the land level on which the houses are to be constructed stepping up from the same height at the northern end of the terrace up to a maximum of 1.125m higher at the southern end of the terrace.

Recommendation:

- i. To resolve to grant conditional planning permission according to the conditions in Appendix 2, to be detailed in the notice of determination; and
- ii. To authorise the Assistant Director of Planning & Building Control to make any minor changes to the detailed wording of the recommended conditions as set out in this report and its addendums, where the Assistant Director of Planning & Building Control considers it appropriate, before issuing the decision notice

2.0 **Summary**

- 2.1 Planning permission was originally granted 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 (non-material amendment) 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the Finney case, which confirmed that this fell outside of the remit of a Section 73 application, this application was withdrawn.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 Planning permission was then granted on the 12th February 2021, under application 20/2942/MA to vary Condition 1 (Approved Drawings) in respect of the following:
- 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 Under the approved scheme it was proposed to lower the ground level within the site so that whilst the houses would have a height of 8m, they would have a height of between 8m and 6.7m above natural ground level. Under the current proposal it is proposed to reduce the level of ground excavations resulting in the land level on which the houses are to be constructed stepping up from the same height at the northern end of the terrace up to a maximum of 1.125m higher at the southern end of the terrace.
- 2.6 Detailed below is a summary of the application:

The Site -	
Site Area (m ²)	1130m ²

Heritage Assets	100m from the Grade II Listed former East Greenwich Fire Station.
Tree Preservation Order	N/A
Flood Risk Zone	Zone 3

Proposal	
Building Height	8m
No. of storeys	3 storeys
Flor area (GEA) (m ²)	595.5 sqm

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

Public Consultation	
Number in Support	0
Number of objections	9
Main issues raised	<p>Overlooking/loss of privacy for residents of adjoining properties;</p> <p>Height of the proposed building will form an imposing and out of character development;</p> <p>Overshadowing of rear gardens that back onto the site;</p> <p>Inadequate screening</p> <p>The loss of habitat of potential protected species;</p> <p>Reduction in car parking</p> <p>Impact on local drainage</p> <p>Lack of public consultation</p> <p>Loss of trees;</p> <p>Lack of screening;</p>

	Loss of Parking; Noise and Disturbance; Loss of Habitats;
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2.7 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 on Dupree Road and a 3-storey block of flats on Victoria Way.

3.2 The existing building is currently vacant however, it was formerly used as a public house with bedsit accommodation to the rear. The public house 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 3.

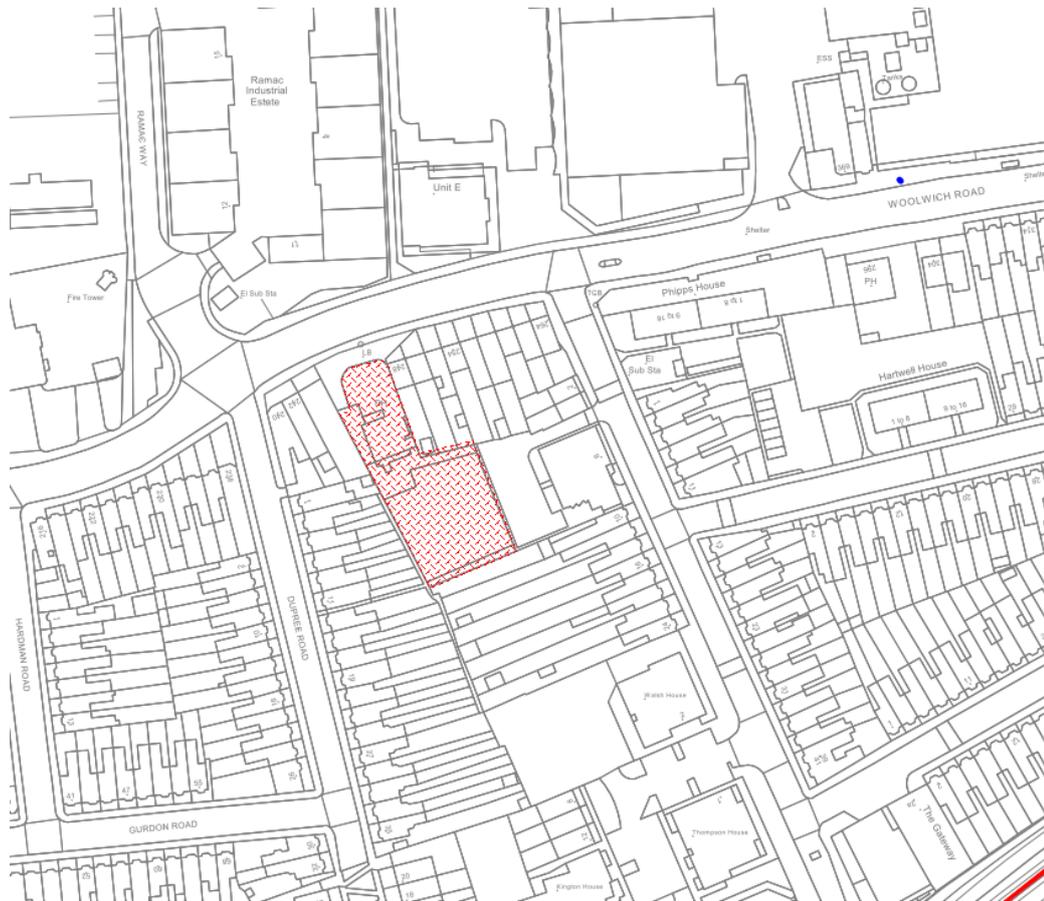


Figure 1: Site Plan

4.0 Relevant Planning History

4.1 **20/2942/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 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) in respect of:

- 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

Approved, 12/02/21

- 4.2 **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**
- 4.3 **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**
- 4.4 **20/1040/SD** – Submission of details pursuant to the discharge of Condition 03 (Materials and Finishes), Condition 04 (Contamination), Condition 08 & 09 (Demolition and Construction Method Statement), Condition 10 (Construction Logistics Plan), Condition 11 (Cycle Spaces), Condition 12 (Tree Protection Plan), Condition 13 (Sound Attenuation), Condition 16 (Surface Water Drainage) & Condition 17 (Ecological Mitigation Measures) of planning reference 18/2959/F, dated 31/05/2019. **Approved, 7/04/2021**
- 4.5 **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**
- 4.6 **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 and subsequently amended under application 20/2942/MA.
- 5.2 The application site presently rises from Woolwich Road so that the rear of the site is at a higher level. As a result of this the approved scheme involved ground excavation so as to lower the land level across the rear of the site, thereby enabling all the dwellings to be built at the same ground level and have a constant height of 8m across the development.
- 5.3 Under the current proposal the extent of the excavation of the land level would be reduced so that at the southern end of the site, the land level would be 1.25m higher than that originally approved. As a result of this the actual height of the dwellings would remain at 8m, but that they would now have a stepped appearance.

6.0 Consultation

- 6.1 The application since being submitted in June 2021 has been subject of public consultation, comprising 32 consultation letters to neighbouring properties, local Ward Councillors, the Charlton Society, the Central Charlton Residents Association and the East Greenwich Residents Association.

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

- 6.3 Local amenity groups the East Greenwich Residents Association and Charlton Central Residents Association were also consulted, but 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.

Summary of Comments	Officer's comments
Overlooking/loss of privacy for residents of adjoining properties	This is addressed in the Residential Amenity Section of the report.
Height of the proposed building will form an imposing and out of character development	This is addressed in the Design Section of the report.
Overshadowing of rear gardens that back onto the site	This is addressed in the Residential Amenity section of the report.
Inadequate screening	The principle of redevelopment the site for housing has been established and the need for additional screening can be secured via a planning condition.
The loss of habitat of potential protected species	The site is not a designated site for protected species and the principle of redeveloping the site for housing has been established.
Reduction in car parking	The level of car parking proposed is the same as that proposed under application 20/2942/MA. Since application 20/2942/MA was granted in February 2021, the 2021 London Plan has been adopted, which has reduced further the level of car parking that should be delivered in association with residential development.
Impact on local drainage	The principle of redevelopment the site for housing has been established and the proposed development is not seeking to increase the quantum of development.
Lack of public consultation	Appropriate public consultation has been undertaken for this Section 73 planning application.
Loss of trees	This is addressed in the Tree section of the report.

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 – 2021)**
- **The London Plan (March 2021)** - 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 20/2942/MA dated 12/02/21). 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”. It is considered that the nature of the proposed works falls within this definition as they would not affect the extent of the application site, the quantum of development proposed or the design and appearance of the proposed houses.

- 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 application 18/2959/F and 20/2942/MA. However, since the granting of planning permission there has been a change in adopted planning policy in the form of an updated NPPF published in July 2021 and a new London Plan adopted in March 2021. In view of this it is considered appropriate to reconsider whether the development in land use terms remains acceptable.
- 8.5 In respect of land use, the NPPF sets out the need for new housing and that the effective use of land should be promoted to meet the need for homes and other uses.
- 8.6 The 2016 London Plan acknowledged the pressing need for housing in London and identified minimum housing targets for individual boroughs. For the Royal Borough of Greenwich this consisted of a minimum of 26,850 dwellings between 2015 and 2025. The pressing need for new homes is still an identified issue in the 2021 London Plan, with Policy GG4 stating that to create a housing market that works better for all Londoners, those involved in planning and development must ensure that more homes are delivered. Due to the continued pressing need for housing, Policy H1 of the 2021 London Plan has set the Royal Borough of Greenwich a 10-year target for net housing completions of 28,240 between 2019/20 and 2028/29.
- 8.7 To assist in meeting the net housing targets, Policy H2 of the 2021 London Plan states that Borough's should pro-actively support well-designed new homes on small sites (below 0.25ha in size) and that of the 28,240 net dwellings to be delivered, these sites should accommodate 3010 dwellings.
- 8.8 Whilst the above supersedes the housing targets as outlined in Policy H1 of Core Strategy, the requirement that at least 99% of new homes are built on brownfield land remain. It was accepted under the previous consents that the application site does not constitute brownfield land, and this remains the case. Notwithstanding this it was considered that the principle of development in land use terms was acceptable as policy did permitted a small proportion of new dwellings to be built on non-brownfield land. This remains the case.
- 8.9 London Plan policy HC7 seeks to protect public houses. Whilst this is a new policy, it replicates the aims of Core Strategy policy EA(b), which was a consideration when assessing the previous applications. Whilst the proposed development would result in the loss of the former beer garden belonging to the public house, the public house itself is to remain and the current owners

are in the process of refurbishing it. As such it is considered that the development would still not result in the loss of the public house.

8.10 The principle of development in land use terms is therefore acceptable subject to other material planning considerations being met, such as creating a high-quality design, an acceptable level of residential accommodation and having no adverse impact on the residential amenity of adjoining occupiers. These matters are considered below.

8.11 In this regard Core Strategy Policy H(c) (Backland and Infill Development) states that due to the pressure for land for new housing in Royal Greenwich, infill and backland sites are increasingly considered for housing development. However, it states that in order for such developments to be considered acceptable, they must comply with the following criteria:

Policy H(c) Criteria	Assessment
i. There is no unreasonable reduction in the amount of amenity space enjoyed by existing residents, especially for those in houses with the shared use of a garden;	As the application site constitutes a former beer garden, the proposed development would not result in the unreasonable loss of amenity space enjoyed by existing residents.
ii. There is no unreasonable loss of privacy from overlooking adjacent houses and/or their back gardens (also see Policy DH(b));	This matter is addressed in the Residential Amenity section of the committee report.
iii. There is no unreasonable increase in noise and disturbance from traffic gaining access;	The quantum of development remains the same as that previously considered acceptable. It is still considered that the proposed development would not result in an unreasonable increase in noise and disturbance from traffic gaining access to the site.
iv. There is no significant loss of wildlife habitats, particularly trees or shrubs which would	When in use as a beer garden the land was predominately covered in grass and did not have any special policy

adversely affect the appearance and character of the area; and	designation in terms of wildlife habitats. This remains the case and the proposed development would therefore comply with this standard.
v. The character of the area is maintained with particular regard to the scale, design and density of the development.	This matter is addressed in the Design section of the committee report.

8.12 Overall, therefore, the wider principle of re-developing the site has been established under the previous consent and remain acceptable.

Standard of accommodation

8.13 As with the previously approved applications the development proposes 5x3 bed and 1x4 bed houses in a single terrace. Under the previous application the standard of residential accommodation to be delivered was assessed against the requirements of London Plan Policy 3.5 (including table 3.3) as well as the Nationally Described Space Standards. Whilst the 2016 London Plan has been replaced by the 2021, this has not resulted in any material change to the standards against which the quality of accommodation is assessed. Furthermore, there have been no changes to the Nationally Described Space Standards.

8.14 In view of this the proposed residential units would still comply with the required internal space standards of 90sqm for a 3 bed 4 person dwelling set over 3 floors and 130sqm for a 4 bed 8 person dwelling set over 3 floors. All the bedrooms meet the require minimum standard of 11.5sqm for a double and 7.5sqm for a single and each unit would be provided with sufficient storage space. The units would all be dual standards and comply with the required floor to ceiling heights. As such the proposed development would still deliver a high-quality living environment for prospective occupiers as required by adopted planning policy.

Design and Appearance

8.15 Since planning permission was previously granted the 2016 London Plan has been replaced by the 2021 London Plan. As such the current application in design terms needs to be assessed against London Plan Policy D3. This states that development proposals should make the best use of land by following a

design-led approach that optimises the capacity of sites. Furthermore, development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions. Finally, development should respond to the existing character of a place, be of a high quality and achieve safe, secure and inclusive environments. Policy D4 of the London Plan sets out the tools available to Local Planning Authorities to achieve the aims of Policy D3, but it is acknowledged that the use of these tools needs to be proportionate to the scale of development proposed.

- 8.16 The application is also assessed against Core Strategy Policy H5 (point v), which states that the character of the area is maintained with particular regard to the scale, design and density of the development. In addition to this Core Strategy Policy DH1 states that all developments are expected to provide a positive relationship between the proposed and existing urban context by taking account of the established layout and spatial character.
- 8.17 The dwellinghouse would still be located in a broadly central location within the site, have the same footprint as previously approved and retain a height of 8m over three floors. As such the height, scale and bulk of the dwellinghouses themselves would not be altered as a result of the proposed minor material amendment. However, due to the proposed reduction in the level of ground excavation to take place, the dwellings as they extend towards the southern (rear) boundary of the site would have a stepped appearance. This would mean that the overall height of the development as seen from the adjoining properties in Dupree Road and Victoria Way would gradually become taller, with a maximum increase of 1.125m. The proposed stepped nature of the dwellings would be reflective of other dwellinghouse in the area, due to the natural change in land levels. As such it is considered that the proposed change is acceptable and would not result in the development becoming overbearing or out of scale with the established character of the surrounding area.
- 8.18 In terms of the design of the dwellings themselves this remains the same as previously approved and remains acceptable.

Residential Amenity

- 8.19 Policy DH(b) of the Core Strategy (2014) states that the Royal Borough will only permit an application where it can be demonstrated that the proposed development does not cause an unacceptable loss of amenity to adjacent

occupiers by reducing the amount of daylight, sunlight or privacy they enjoy or result in an unneighbourly sense of enclosure.

- 8.20 As with the previously approved schemes the development would be in the same central position within the site. As such the first five dwellings would be at least 20m from any habitable room windows on adjoining properties, whilst the 6th dwelling would be at least 17m. The overall height of the dwellings themselves would also be the same at 8m. However, due to the proposed reduction in the level of ground excavation to take place, the dwellings as they extend towards the southern (rear) boundary of the site would have a stepped appearance. This would mean that the overall height of the development as seen from the adjoining properties in Dupree Road and Victoria Way would gradually become taller, with a maximum increase of 1.125m.
- 8.21 Whilst the dwellings would now have a stepped appearance due to the separation distance to windows in the adjoining properties, the development would still not result in a loss of privacy due to overlooking. It is also noted that dwellings 5 and 6, which would have the greatest increase in height are still designed so that the first-floor front windows are angled so that they do not face directly towards the properties in Dupree Road. Also due to the separation distance, it is considered that the gradual increase in height across the houses would not result in a loss of outlook or an increased sense of enclosure for adjoining occupiers.
- 8.22 Finally, when considering daylight and sunlight, the application site is located to the north with the sun travelling in a southerly direction from east to west. The applicant as part of their submission has submitted a daylight and sunlight report, which concludes that all neighbouring windows (that has a requirement for daylight and sunlight) pass the relevant BRE daylight and sunlight tests. The development also passes the BRE overshadowing to gardens and open space tests.
- 8.23 In view of this it is considered that the proposed development complies with the requirements of Core Strategy Policy DH(b).
- 8.24 Policy E(a) of the Core Strategy seeks to ensure that proposed development does not have any adverse impact on adjoining occupiers as a result of noise and disturbance etc. It is accepted that in all development there will be some adverse impact during construction works, but that these can be mitigated to an acceptable level through the imposition of planning conditions. It is considered that the proposed use would not materially increase noise or disturbance to the surrounding area, given that the proposed land use is in

keeping with the residential character of the area. Additionally, based on the amount of parking provided, it is not anticipated that the volume of traffic would be significant enough to cause disturbance to neighbouring properties

Highways and Car Parking

- 8.25 The application site has a PTAL rating of 4 and whilst on-street parking is not available on Woolwich Road, the neighbouring streets (such as Dupree Road) do have on-street parking bays, which form part of the Charlton controlled parking zone (CPZ).
- 8.26 Under the 2016 London Plan, Policy 6.13 sets out the parking standards for residential development across London. This required less than 1 parking space to be provided for 1-2 bed units, up to 1.5 space for a 3-bed unit and up to 2 spaces for dwellings with 4 or more bedrooms. This policy has been replaced by Policies T6 and T6.1. Policy T6 states that car free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking. The Royal Borough of Greenwich is classed as an inner London Borough and Policy T6.1 state that for sites with a PTAL rating of 4, should be car free.
- 8.27 Policy T6 also states that where car parking is proposed provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles
- 8.28 The development as approved under application 21/2162/MA proposes 4 off-street car parking spaces, which is a reduction from the 8 spaces originally granted under application 18/2959/F. Whilst the development should deliver no off-street parking spaces, it is considered that an exception can be made in this instance and that the provision of 4 off-street parking spaces is acceptable. This is because the consent granted under application 21/2162/MA has been implemented and can still be implemented. It is though recommended that an additional condition now be added to ensure that the parking spaces should include infrastructure for electric cars. In addition, potential residents of the development would not be able to apply for parking permits within the CPZ.
- 8.29 With regard to cycle parking, London Plan Policy T5 requires that 2 long term cycle spaces are required for dwellings of 3 bedrooms or more and that for developments with between 5-40 dwellings 2 short stay spaces are provided for visitors. The submitted plans show cycle parking for 10 bicycles, which is below the 14 required. It is considered that there is sufficient space within

the site to provide the additional cycle storage spaces required and that this can be secured via the imposition of a planning condition.

Refuse

- 8.30 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.
- 8.31 Under application 20/2942/MA, the location of the refuse store was re-located from the rear of the public house to the side of the public house. The location of the proposed refuse store has not been indicated on the current submission due to on-going refurbishment works associated with the Pickwick Arm itself. Whilst this is the case the provision of adequate refuse storage provision will be secured via a planning condition as part of any grant of planning permission.

Trees

- 8.32 The issue over trees was considered under the previous applications, with particular reference to a large tree in the south west corner of the site. It was noted on the submitted plans for application 20/2942/MA 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.

- 8.33 A condition is proposed as part of any consent to ensure that the existing trees are suitably protected whilst building works are under taken and that details of soft and hard landscaping for the site are approved.

Flood Risk

- 8.34 The application site is located within Flood Zone 3, which is at high risk of flooding. Whilst this is the case the site is protected by exiting flood defences along the River Thames. The NPPF sets out that residential development (excluding basement flats) as more vulnerable to flooding. London Plan Policy SI 12 stated that development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. This is supported by Core Strategy Policy E2 and E3.
- 8.35 The applicant submitted an FRA with the original submission (application 18/2959/F), 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.
- 8.36 An updated flood risk assessment has not been submitted as part of the application. However, given that the only changes proposed in the current application is the reduction in the level of ground excavation to take place, it is considered that there are no new flood risk matters associated with the proposed development.

9.0 CIL

- 9.1 The Mayor has introduced a London-wide Community Infrastructure Levy (CIL) to help implement the London Plan, particularly policy T9. The Mayoral CIL formally came into effect on 1st April 2015, and it will be paid on commencement of most new development in Greater London that was granted planning permission on or after that date. The Mayor's CIL2 will contribute towards the funding of Crossrail.
- 9.2 The proposed development would not benefit from any exemption and would therefore be liable to this requirement

10.0 Royal Borough of Greenwich (CIL)

- 10.1 Royal Borough of Greenwich (CIL) 16.1 The Royal Borough adopted its Local Community Infrastructure Levy (CIL) charging schedule, infrastructure (Regulation 123) list, instalments policy and exceptional circumstances relief policy on the 25th March 2015 and came into effect in Royal Greenwich on the 6th April 2015.
- 10.2 The proposed development would not benefit from any exemption and would therefore be liable to this requirement.

11.0 Public Sector Equality Duty (PSED) and Human Rights

- 11.1 Under the Equalities Act 2010, the Council must have due regard to the need to eliminate discrimination, harassment or victimisation of persons by reason of age, disability, pregnancy, race, religion, sex and sexual orientation. This planning application has been processed and assessed with due regard to the PSED. The application proposals are not considered to conflict with this duty.
- 11.2 The application has also been considered in the light of the Human Rights Act 1998 and it is considered that the analysis of the issues in this case, as set out in this report and recommendation, is compatible with the Act.

12.0 Conclusion

- 12.1 The proposed amendment is 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.
- 12.2 Based on the above, it is therefore recommended that permission be granted for application reference 21/2162/MA, subject to the conditions outlined in Appendix 2.

Background Papers: National Planning Policy Framework (2021)
The London Plan (2021)
Royal Greenwich Local Plan; Core Strategy with Detailed Policies (2014)

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