

PLANNING BOARD	Agenda Item: 6
16 February 2021	Reference No: 20/3931/F

Applicant: Greenwich Builds
Agent: Fuse Architects

Site Address: Land adjacent to Palmerston Crescent, Plumstead, London, SE18	Ward: Woolwich Common Application Type: Full Planning Permission
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1.0 Recommendation

1.1 The Board is requested to Grant Planning Permission as outlined below -

Demolition of existing garages and the construction of 2 dwellings (Use Class C3) together with associated car parking and landscaping

1.2 Subject to:

- i. Resolve to grant conditional planning permission according to the conditions in appendix 2 to be detailed in the notice of determination.
- ii. Authorise the Assistant Director of Planning & Building Control to:
 - a. 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 The application is submitted by the Royal Borough of Greenwich and forms part of the Council's large-scale programme of building homes for social rent across the borough.

2.2 Detailed below is a summary of the application:

The Site	
Site Area	0.05 ha
Heritage Assets	Adjacent to the Plumstead Common Conservation area Locally listed church to the south
Flood Risk Zone	Flood Zone 1
PTAL Rating	2

Housing	
Dwelling Mix	1x2B/4P wheelchair accessible bungalow 1x3B/5P wheelchair accessible bungalow
Affordable housing/ Tenure	Social Rent 100%
Complies with housing standards?	Yes

Transport	
Car Parking	2
Cycle Parking	4
Complies with policy	Yes

Public Consultation	
Support	0
Neutral	1
Objections	1

2.3 As the applicant is the Royal Borough of Greenwich the application required to be determined at Planning Board.

2.4 The report details all relevant national, regional and local policy implications of the scheme, including supplementary planning guidance.

2.5 The application is considered acceptable and is recommended for approval subject to the conditions set out in this report.

3.0 Site and Surroundings

- 3.1 The subject site is a rectangular plot of land located on the western side of Palmerston Crescent and is approximately 569 sqm. It comprises 25 garages, 8 of which are currently void and not in use and 17 of which are currently let. Of the let garages, 8 are used for parking a car and 9 are being used for general household storage.



Figure 1 Site Plan

- 3.2 The area is residential in nature and is characterised by two and three storey terraced dwellinghouses and flats. The locally listed St Michael's Cherubim & Seraphim Church is also located to the south.
- 3.3 The site is not located in a conservation area however the Plumstead Common Conservation area is located to the south. The site has a PTAL rating of 2 which indicates a low level of access to public transport.

4.0 Relevant Planning History

- 4.1 No relevant planning history.

5.0 Proposals

- 5.1 Demolition of existing garages and the construction of 2 dwellings (Use Class C3) together 2 car parking spaces and landscaping. The units would consist of 1x 2B/4P and 1x 3B/5P wheelchair accessible bungalows. Each unit would have private gardens measuring 80.7sqm and 97.5 sqm respectively.
- 5.2 The units have been designed to meet the Greenwich Wheelchair Site Brief requirements (2012) which exceeds the maximum levels set out in Building Regulations Part M4(3)(b) (2015).

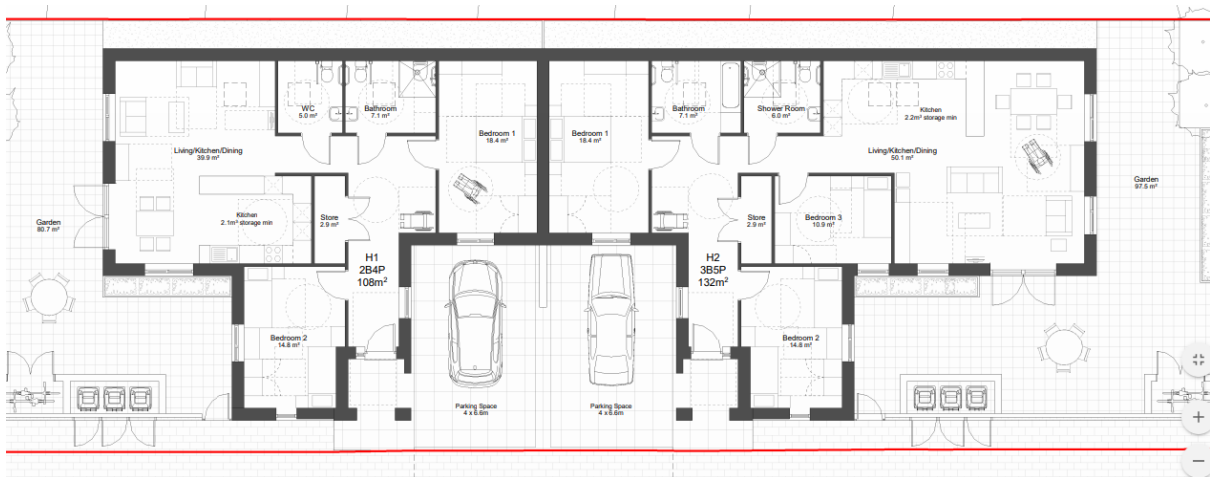


Figure 2 Proposed Ground Floor Plan

- 5.3 The housing would be single storey with pitched roofslopes which slope away from the properties to the rear on Admaston Road. An eaves height of 2.2m and ridge height of 5.4m is proposed. Access would be provided from Palmerston Crescent with 2 off-street parking spaces.
- 5.4 The materials would consist of facing red brick, grey roof tiles and aluminium composite windows. PV panels on the western roofslope are also proposed.



Figure 3 Proposed front elevation looking south on Palmerston Crescent

5.5 All units would be provided at affordable social rents and managed by the Council.

6.0 Consultation

6.1 The current application has been subject to public consultation, comprising a site notice, press notice and 72 letters which were sent to individual occupiers in the vicinity of the application site.

6.2 1 objection has been received together with 1 comment which are summarised in the below tables.

6.3 Residents Associations comprising the Positive Plumstead Project, Woolwich and District Antiquarian Society and Speak Out Woolwich were also consulted and no responses have been received.

Neighbour Responses

Summary of resident objection	Officers comments
<ul style="list-style-type: none"> • Loss of garages • Impact on parking in the area 	<ul style="list-style-type: none"> • The loss of garages is not a planning consideration however the applicant has stated that residents will be re-provided with a garage space if requested. • The proposed development would not result in significant strain on parking in the area. Highways officers have reviewed the

	proposal and raise no objections. highways issues are discussed further in section 14 of this report.
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Summary of resident comments	Officers comments
<ul style="list-style-type: none"> • Impact of height of roof to light on gardens at Admaston Road, however resident has been assured by the Greenwich Builds team that the impact would be barely noticeable • Noise pollution from heat pumps however resident has been assured by the Greenwich Builds team that the impact would not be barely noticeable 	<ul style="list-style-type: none"> • Daylight and sunlight impacts are assessed in section 13 of this report and are in accordance with BRE guidelines. • The heat pumps would be designed for individual dwellings and would not cause excess noise pollution.

Statutory Consultees

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

Consultee	Summary of Comments	Officer's comments
Thames Water	No comment	Noted

Council Departments

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

Consultee	Summary of Comments	Officers comments
Highways	Proposal is acceptable with regards to parking and highways impacts.	Noted, highways issues are discussed further in section 14 of this report.
Conservation	No objection, the proposal would be subservient to the original development pattern and facing and roof materials	Noted

	would reflect existing development pattern.	
Design	Alternative layouts could have been explored however overall the design and layout is considered to be acceptable.	Noted, the design, materials and height and massing are acceptable and high quality. Design is discussed further in section 11 of this report
Waste	Proposal is acceptable with regards to servicing and waste.	Noted, waste and servicing is discussed further in section 14 of this report.
Sustainability	No objection subject to securing via condition, further details regarding energy performance, monitoring of renewable technologies, water efficiency and sustainable design and construction standards.	Conditions are detailed in Appendix 2.
Biodiversity	No objections subject to securing via condition regarding landscaping.	Conditions are detailed in Appendix 2.
Land Contamination	Proposal is acceptable with regards to land contamination; further investigative works are to be carried out and will be secured via condition.	Conditions are detailed in Appendix 2.
Occupational Therapists	Proposal is acceptable with regards to accessibility; detailed layouts are to be secured via condition.	Conditions are detailed in Appendix 2.
Designing Out Crime	No objections scheme is acceptable with regards to designing out crime.	Noted.
London Fire Brigade	No objections the proposal should comply with Part B5 of the current Building Regulations Approved	Noted an informative has been added as detailed in Appendix 2.

	Document and adequate water supplies for fire fighting purposes, will be provided.	
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7.0 Planning Context

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

- National Planning Policy Framework (2019)
- Technical Housing Standards – Nationally Described Space Standard (Department for Communities and Local Government – March 2015)
- London Plan (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.
- Greenwich Wheelchair Site Brief (2012)
- Plumstead Common Conservation Area: Character Appraisal (2010)
- Full details of relevant SPD / Documents refer to appendix 3.

7.2 On 17 December 2019, the Mayor published the Intend to Publish version of the London Plan and issued this to the Secretary of State. This was the plan which was considered with the main report and associated first addendum.

7.3 On 13th March 2020, the Secretary of State wrote to the Mayor setting out his consideration of the Mayor’s Intend to Publish London Plan and exercised his power to direct changes under Section 337 of the Greater London Authority Act 1999 (as amended).

7.4 The Mayor formally approved the Publication London Plan on the 21st December 2020. The Publication version included the responses and modifications following the Secretary of State’s directions to the Intend to Publish plan.

7.5 The Mayor has formally received confirmation from the Secretary of State that he is content for the London Plan to be published as confirmed in a letter dated 29 January 2021.

7.6 Formal publication of the new London Plan has not yet occurred and the 2016 London Plan remains the adopted plan, however the policies within the Publication London Plan have substantial weight.

8.0 Material Planning Considerations

8.1 The following section details the main planning considerations in the determination of this application:

- Principle of development
- Housing and density
- Design and Heritage
- Standard of accommodation
- Impact on neighbouring amenity
- Highways and servicing
- Biodiversity
- Environmental Health
- Sustainability
- Community Infrastructure Levy (CIL)
- RBG CIL
- Implications for Disadvantaged Groups

9.0 Principle of development

9.1 The application is submitted by the Royal Borough of Greenwich and forms part of the Councils large-scale programme of building homes for social rent across the borough. By 2022, 750 homes are planned to be delivered with the Council currently identifying more sites to develop in the future.

Loss of garages

9.2 Core Strategy policy IM(b) and (c) and policy 6.13 of The London Plan (2016) seeks to implement the minimum levels of car parking necessary and prevent negative impact upon the highways network.

9.3 The garages are not a protected land use and there is no specific policy which seeks their re-provision. Local Plan policy however requires that development does not result in a significant increase in parking stress.

9.4 The submitted transport statement states that of the 25 lock-up garages 8 are currently void and not in use and 17 are currently let. Of the let garages, 8 are used for parking a car and 9 are being used for general household storage. Of the 8 garage tenants using the garages for parking a car, 5 would be re-provided elsewhere resulting in up to 3 cars being parked on surrounding roads.

9.5 The submitted parking survey indicates that there is parking capacity of 70% or 228 available spaces (where 90% is considered to be stressed) within 200m of the site which is sufficient to accommodate 3 extra spaces.

- 9.6 This increase would result in a parking stress of 71% and reduction of available spaces from 228 to 225 within 200m of the site. This increase would not cause significant harm to parking stress in the area and there would be sufficient capacity on the surrounding roads to accommodate the level of parking arising from the proposal.
- 9.7 As such the loss of the garages is therefore acceptable and the proposed development would not significantly impact parking levels in the surrounding area.

Housing

- 9.8 Paragraph 59 and 68 of the NPPF (2019) and policy HI of the Core Strategy seeks to significantly boost the supply of homes through the development of large, medium and small sites, with a presumption in favour of house building generally and sustainable development.
- 9.9 Policy H(c) sets out clear requirements to prevent new infill development from adversely affecting the local environment and character.
- 9.10 The application proposes 2 social rented wheelchair accessible homes. As the application site is a brownfield site located within a residential area and has no site allocations, the principle of residential development is accepted. The provision of a 100% Council owned housing scheme is also welcomed and would assist in the delivery of much needed social rented housing in the Borough.
- 9.11 It should be noted that as the scheme provides under 10 units this will not be formally secured as affordable housing through condition, however as the applicant is the Greenwich Builds team their intention is clear that this is to be delivered as social rented housing.
- 9.12 In accordance with Policy H(c) and as detailed further in this report the proposed development would not result in a reduction of neighbouring amenity spaces, a loss of privacy/ overlooking, unreasonable increase in noise and disturbance from traffic or significant loss of wildlife habitats. The character of the area would also be maintained.
- 9.13 The principle of development comprising the loss of garages and residential development on an infill site is therefore considered to be acceptable.

10.0 Housing and density

- 10.1 London Plan Policy 3.8 and Policy H2 of the Core Strategy encourages a full range of housing choice. The exact mix on each site will vary according to a number of factors including the location of the development, the character of the surrounding area, PTAL level and external environment.
- 10.2 Policy 3.4 and Table 3.2 of the London Plan seeks to ensure that the housing potential of sites is optimised taking into account location, existing building form, massing and Public Transport Accessibility (PTAL).
- 10.3 As the scheme falls below 10 units there is no policy requirement regarding the unit mix or tenure, however the proposed mix would still meet an identified housing need in the borough and the provision of social housing is welcomed.
- 10.4 The density would be 3.5 hr/unit and 40u/ha with an optimal range of 55-145 u/ha. Whilst this falls slightly below recommended levels in this case increasing the height would have a negative impact on surrounding amenity. Increased floor space above the minimum levels is also required to accommodate the wheelchair accessible units including larger bathrooms and areas to provide turning circles.
- 10.5 Taking into account the potential impacts increasing the density would have on amenity and increased floor space requirements of the wheelchair accessible units the density proposed is acceptable.

11.0 Design and Heritage

- 11.1 Policies 7.4 and 7.6 of the London Plan (2016), D4 and D5 of the Publication London Plan (2020) and policies H(c) and DH1 of the Core Strategy (2014) requires new dwellings to be of a high quality architectural design, contribute to a positive relationship between the built form and the natural features of a site and promote local distinctiveness by providing a site-specific design solution.
- 11.2 London Plan Policy 7.8 and HC1 of the Publication London Plan requires that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural detail. Core Strategy policies DH3, DH4, DH(h), DH(i) and DH(j) together seek to protect heritage assets and locally listed buildings.

- 11.3 Section 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 are also relevant. Section 66 requires the decision maker to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Section 72 requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of conservation areas and that special attention shall be paid to the desirability of enhancing the character or appearance of the area.
- 11.4 The proposed dwellings would be 1 storey high with asymmetric pitched roofs and front facing gables. The dwellings would be arranged as a semi-detached pair with gardens to the side and parking spaces and access from Palmerston Crescent.
- 11.5 The materials would consist of red brick, grey roof tiles and aluminium windows. Decorative basket weave bonding is also proposed to create variation in the façade.
- 11.6 The brick, incorporation of gables and roof form has been chosen to reflect the appearance of the nearby locally listed church. Given that the surrounding dwellings consist of post-war terraces and flats which are of limited architectural significance, this approach is considered to be acceptable and would complement the character of the area.



Figure 4 Proposed Front Elevation

- 11.7 The proposed development would be lower than the existing 2 and 3 storey dwellings, however the design and materials would be high quality, referencing the nearby church and therefore the variation in height would not be incongruent within the streetscene.

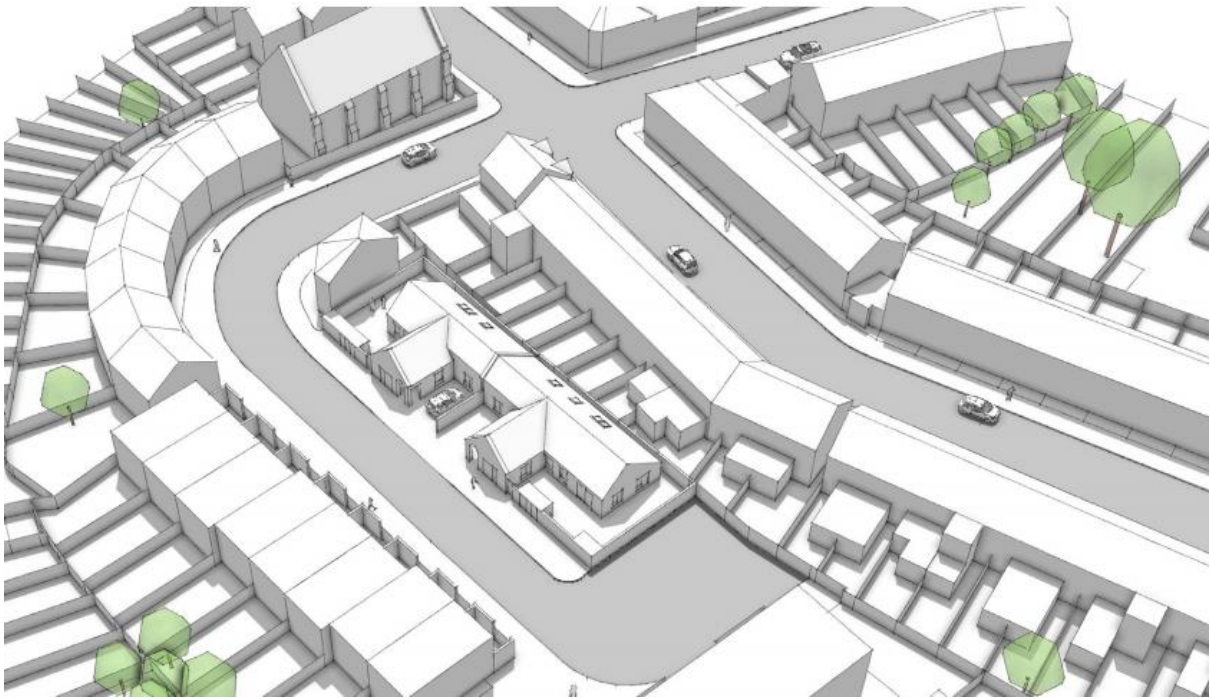


Figure 5 Proposed Aerial View

11.8 The proposed development would also be an improvement to the existing streetscene in comparison to the existing garages and is welcomed. Full details of the proposed materials, landscaping details and samples would be secured by condition.

11.9 The site adjoins the Plumstead Common Conservation area to the south. Conservation officers have reviewed the proposal and raise no objections to the impact of the scheme on the setting of nearby heritage assets.

11.10 Views from within the conservation area on Palmerston Crescent as shown in the below figure demonstrate that the proposed development would sit harmoniously within the streetscene.



Figure 6 Proposed front elevation looking North on Palmerston Crescent from the Plumstead Common Conservation area

- 11.11 The proposed development would be partially visible from the wider conservation area from Admaston Road at the junction with Palmerston Crescent. Views would be limited to oblique angles on Admaston Road and partially obscured by the existing dwelling at no. 72 Palmerston Crescent and so the impact on wider views would overall be very minor.
- 11.12 Notwithstanding this however due to the loss of the garages which are detrimental to the character to the area it is overall considered that the setting of the Plumstead Conservation area would be enhanced.
- 11.13 Taking the above into account the design of the proposal would be high quality and would comply with relevant policies of the London Plan and Core Strategy and is acceptable.
- 11.14 The impact on the setting of the Plumstead Common Conservation area and locally listed Church would also be enhanced and as such the proposed development would be a considerable improvement to the existing streetscene.

12.0 Standard of accommodation

- 12.1 Core Strategy Policy H5, Standards 26 and 27 of the London Plan Housing SPG (2016) and the Technical Housing Standards (2015) sets out the minimum requirements to provide an adequate standard of accommodation and quality of life for future occupiers.
- 12.2 The proposed units would provide 108sqm and 132sqm of internal floor space. This would exceed London Plan standards which stipulate a minimum of 70sqm and 86sqm for 3b5p units and 2b4p units respectively. The floorspace is higher than minimum standards as the units are proposed to meet the Greenwich Wheelchair Site Brief requirements (2012).
- 12.3 80.7sqm and 97.5sqm of private external amenity space is proposed. This exceeds minimum levels which would require 9sqm and 10sqm for 3b5p units and 2b4p units respectively.
- 12.4 All units would also be triple aspect and sensitively sited to afford future residents good levels of outlook and privacy to all habitable rooms.
- 12.5 A condition would be attached to the application in order to ensure that all units would comply with building regulations part M4(3) accessible and adaptable wheelchair standards and the Greenwich Wheelchair Site Brief requirements (2012).

12.6 The proposed development would exceed internal and external standards which is welcomed and subject to a condition regarding accessibility, is acceptable with regards to the standard of accommodation.

13.0 Impact on neighbouring amenity

13.1 Policy DH(b) of the Core Strategy seeks to protect the residential amenity of neighbouring residents by reducing the amount of daylight, sunlight and privacy or sense of enclosure.

13.2 As shown in the below figure the proposed development would be located 6.4m, 20.8m and 15m from neighbouring residential properties. A window to window separation distance of 18m is recommended however this is not a policy requirement.

13.3 It is also acknowledged that in most urban areas this separation distance would not be practical due to existing levels of development and in some cases there may be mitigating factors which reduce overlooking impacts.

13.4 There would be no windows proposed on the northern and western elevations and so overlooking impacts would be negligible.



Figure 7 Proposed Separation Distances

- 13.5 On the eastern elevation there are two bedroom windows which would be located 15m from ground floor kitchen windows belonging to the properties on Palmerston Crescent. As the adjacent windows are not habitable rooms and views here would be obscured by existing walls which would partially screen views, this impact would be acceptable. This separation distance would also mitigate against significant overbearing impacts and sense of enclosure.



Figure 8 Existing Properties on Palmerston Crescent

- 13.6 On the western elevation the proposed development would be located approximately 6.4m- 7.4m from the rear elevation of the properties at nos. 63- 49 Admaston Road with an eaves height of 2.2m and a ridge height of 5.4m.
- 13.7 Whilst there would be some visual impact caused by the proposed development, due to the single storey asymmetric roof design which has an eaves height of 2.2m and increased separation distance of 0.9m from the rear boundary of the properties on Admaston Road, the proposed development would not cause any undue overbearing impact or sense of enclosure. The existing garages in comparison abut the existing rear wall and have a height of approximately 2m- 2.6m at the boundary.

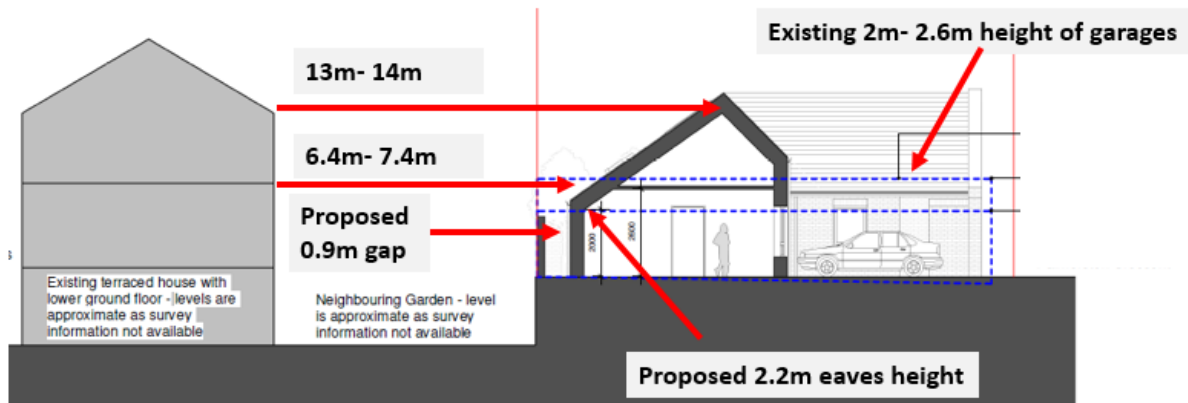


Figure 9 Proposed and existing relationship with properties on Admaston Road

13.8 It is noted that the proposed development would have a ridge height of 5.4m however this would still be significantly lower than the surrounding 2 storey height of the existing dwellings and would be 13m-14m from the rear elevation of the properties on Admaston Road and therefore would have a minor impact.

13.9 Overall due to the proposed separation distances and modest height, the proposed development would not cause undue loss of privacy, sense of enclosure or overbearing impacts.

Daylight and Sunlight

13.10 The below properties were tested with regards to daylight, vertical sky component (VSC), No Sky Line (NSL), sunlight and overshadowing.



Figure 10 Properties Tested for DL/SL Impacts

- | | |
|---------------------------|------------------------------------|
| 1. 1-34 Jago Close | 2. 51 Palmerston Crescent |
| 3. 53 Palmerston Crescent | 4. 55 Palmerston Crescent |
| 5. 57 Palmerston Crescent | 6. 59 Palmerston Crescent |
| 7. 61 Palmerston Crescent | 8. 63 Palmerston Crescent |
| 9. 65 Palmerston Crescent | 10 – 17. 61-47 (odd) Admaston Road |

13.11 Daylight to neighbouring windows may be affected if the proposed VSC and NSL falls below less than 27% and less than 0.8 times its former value. With regards to sunlight, all main living rooms and conservatories which have a window which faces within 90 degrees of due south are tested.

13.12 For open spaces BRE guidance recommends that at least 50% of the area of each amenity space should receive at least two hours of sunlight on 21 March. If existing garden or amenity area does not meet the above, and the area which can receive two hours of sunlight on 21 March is less than 0.8 times its former value, then the loss of light is likely to be noticeable.

13.13 Testing indicates that all properties and windows would retain high levels of daylight and sunlight above BRE guidelines. Many properties would experience no loss of daylight or sunlight and where losses are proposed these range from 0.1- 0.5 which would not be noticeable.

- 13.14 Overshadowing impacts to neighbouring gardens would also be minimal. Of the 11 properties tested for overshadowing (nos. 45- 63 Admaston Road), 7 properties would retain the same levels of sunlight and 2 properties located at nos. 45-47 would experience minor increases. The remaining 2 properties located at 59 and 57 Admaston Road would have retained sunlight levels of 0.9 and 0.85 which is within BRE guideline and would not be noticeable.
- 13.15 Residents would therefore receive appropriate levels of sunlight to amenity spaces in accordance with BRE guidelines and the overshadowing impact is acceptable.
- 13.16 In summary the separation distances, siting and massing of the proposed development would not cause any undue harm with regards to daylight, sunlight, privacy or sense of enclosure impacts and the overall impact on neighbouring amenity would be acceptable.

14.0 Highways and servicing

- 14.1 London Plan Policy 6.13 and T6.1 of the Intend to Publish London Plan specify the maximum levels of car parking for residential development. Table 6.2 of the current London Plan is used to assess the proposed level of parking on site.
- 14.2 The site has a PTAL of 2 which is considered to be poor on a scale of 1 to 6 where 6 is excellent.
- 14.3 Two off street parking spaces (one per dwelling) are proposed, which given the low PTAL rating is acceptable.
- 14.4 The submitted transport statement states that of the 25 lock-up garages 8 are currently void and not in use and 17 are currently let. Of the let garages, 8 are used for parking a car and 9 are being used for general household storage. Of the 8 garage tenants using the garages for parking a car, 5 would be re-provided elsewhere resulting in up to 3 cars being parked on surrounding roads.
- 14.5 The submitted parking survey indicates that there is parking capacity of 70% or 228 available spaces (where 90% is considered to be stressed) within 200m of the site which is sufficient to accommodate 3 extra spaces.
- 14.6 This increase would result in a parking stress of 71% and reduction of available spaces from 228 to 225 within 200m of the site. This increase would not cause significant harm to parking stress in the area and there would be

sufficient capacity on the surrounding roads to accommodate the level of parking arising from the proposal.

- 14.7 There is therefore sufficient capacity on the surrounding roads to accommodate the proposed parking needs and the impact of the proposal on parking in the area is acceptable. The proposed development is also not of a size which would cause undue stress on the road network.
- 14.8 Waste and servicing would be carried out from Palmerston Crescent as existing which is acceptable and raises no further highways issues.
- 14.9 Construction noise impacts would be controlled through a construction method statement and a condition limiting hours of demolition and construction to 08:00 to 18:00 hours Monday to Friday, and 08:00 to 13:00 hours on Saturdays, with no noisy working audible at the site boundary being permitted on Sundays or Bank Holidays. An informative requiring reference to the Councils' Construction Site Noise Code of Practice would also be attached to the application.
- 14.10 The proposed highways, servicing and parking arrangements are therefore acceptable and accommodates the needs of existing and proposed residents within the constraints of the site without unduly impacting the surrounding road network or parking stress levels.

15.0 Biodiversity

- 15.1 Policy 5.10, 7.19 of the London Plan (2016), policy OS4 of the Core Strategy (2015) seek wherever possible to ensure that development makes a positive contribution to the protection, enhancement, creation and management of biodiversity.
- 15.2 The site is considered to have limited biodiversity value due to the prevalence of hard landscaping and garages.
- 15.3 Additional bird boxes, bat boxes, together with soft landscaping as part of the gardens are proposed which would result in an enhancement. This is acceptable and full details would be secured by condition.
- 15.4 Overall, as the site has limited biodiversity value and provision would be made for bird boxes and additional soft landscaping, the proposed development would result in an enhancement in biodiversity to the site and is acceptable.

16.0 Environmental Health

- 16.1 London Plan policies 5.21, 7.14 and 7.15 seek to manage potential impacts concerning contaminated land, air quality, and noise emissions.
- 16.2 Due to the sites historic use as a car park and garages there is potential for land contamination on site. A preliminary assessment has been carried out which indicates there is some potential for contamination and further remediation measures may be necessary.
- 16.3 A preliminary risk assessment and verification report would be secured by permission to demonstrate the completion of the remediation works if required (refer to appendix 2).
- 16.4 The proposed development does not raise any further issues with regards to air quality or noise emissions.
- 16.5 The proposed development is therefore acceptable with regards to Environmental Health.

17.0 Sustainability

- 17.1 London Plan (2016) policy 5.1, 5.2 and Policy E1 of the Core Strategy (2014) seeks an overall reduction in carbon dioxide emissions with a target for residential buildings to be zero carbon and compliance with the London Plan Energy Hierarchy.
- 17.2 The submitted energy statement states that the proposed development would achieve a 103.24% reduction in carbon emissions due to the use of renewable energies and other energy demand reduction technologies utilised in accordance with the London Plan Energy Hierarchy.
- 17.3 This is welcomed and far exceeds the 35% minimum requirement. The Councils sustainability officer has reviewed the application and is satisfied with this approach. Full details of how this would be achieved would be secured by condition (refer to appendix 2 for the full wording).
- 17.4 Each property would also be fitted with a PV array, giving a total provision of 7.77kWp renewable electricity for the development. Air source heat pumps and mechanical supply and extract ventilation systems with heat recovery are also proposed.
- 17.5 Subject to the above conditions the proposal would comply with the relevant sustainability policies and is acceptable.

18.0 Community Infrastructure Levy (CIL)

18.1 The Mayor has introduced a London-wide Community Infrastructure Levy (CIL) to help implement the London Plan, particularly policies 6.5 and 8.3. 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. The Mayor has arranged boroughs into three charging bands.

18.2 The current application is liable to this requirement however as the proposed development is for social housing would be liable for relief.

19.0 RBG CIL

19.1 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.

19.2 The current application is liable to this requirement however as the proposed development is for social housing would be liable for relief.

20.0 Implications for Disadvantaged Groups

20.1 The implications for disadvantaged groups identified below are an integral part of the consideration of the development and community benefits as set out in the report:

- The applicant proposes to develop these 2 units to be let at social rent and,
- All new housing would be designed in accordance with Building Regulations part M4(3) accessible and adaptable wheelchair standard and the Greenwich Wheelchair Site Brief (2012).

21.0 Conclusion

21.1 The proposed development has been assessed in accordance with the development plan and all other relevant guidance and would have a high standard of residential accommodation which exceeds internal spaces standards.

21.2 The provision of affordable housing is also welcomed and the design would enhance the character of the area and provide a positive contribution to the streetscene.

Background Papers

National Planning Policy Framework (2019)

Planning Practice Guidance

The London Plan (2016)

Minor Alterations to the London Plan (March 2016)

Royal Greenwich Local Plan: Core Strategy with Detailed Policies (Adopted July 2014)

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