

<b>Planning Board</b> <b>16<sup>nd</sup> November 2021</b>	<b>Agenda Item: 5</b> <b>Reference Nos: 21/2040/F</b>
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**Applicant:** Fairview Estates (Housing) Ltd

<b>Site Address:</b> Gallions View Nursing Home, 20 Pier Way, Thamesmead, SE28	<b>Ward:</b> Glyndon <b>Application Type:</b> Full Planning Permission
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## ADDENDUM

### 1.0 Updates to Main Report

#### *Affordable Housing Rent Levels*

- 1.1 It is noted that in the main report reference is made to Social Rent. To clarify, all rented affordable housing within the development is to be delivered at London Affordable Rent levels.

#### *Consultations*

- 1.2 Regarding consultation carried out, it should be noted that London City Airport were also notified in respect of the proposed development, with their comments confirming that it was found not to conflict with current safeguarding criteria.
- 1.3 In addition to the above, TfL have also provided the following additional comments following the publishing of the main report:

- *The applicant is seeking to provide 129 car parking spaces, which is equivalent to a parking ratio of 0.39 spaces. Due to the site's location within an inner London opportunity area, the proposed development should be car-free. As such, the proposed car parking provision at this site is contrary to Policy T6 of the London Plan. The parking levels are also not in line with the aspirations of the Opportunity Area Planning Framework (OAPF).*
- *Noting that the site is not located within a Controlled Parking Zone (CPZ), and the availability of parking spaces in the surrounding areas as shown in the submitted transport assessment (244 potential parking*

spaces), it is considered that the parking ratio at this site is likely to be higher than that presented by the applicant. Therefore, at best, the parking ratio of this site will be 0.62 (129 spaces on site plus 76 in surrounding area) or at worst 1.12 (129 spaces on site and 244 in surrounding area). This is contrary to Policy T6 of the London Plan.

- The principle of agreeing car parking at this site sets an unwanted precedent, providing other developments with the opportunity to come forward with car parking. This will undermine the case of strategic transport improvements in this area.
- The provision of parking spaces and the ability for residents of this site to park in the surrounding area will not support achieving a strategic modal shift, which for inner London Boroughs is for 90 per cent of journeys to be made by walking, cycling and public transport by 2041. This is contrary to Policy T1 of the London Plan, which states that development proposals should facilitate the delivery of the Mayor's strategic mode shift target.
- The amount of car parking in this location will continue to facilitate a car-dominated landscape both within this site. Also, the lack of parking controls will likely mean that residents from this site will overspill into the surrounding area, also increase car-dominance. This is contrary to Policy T2 of the London Plan which states that developments should seek to reduce the dominance of vehicles on London's streets whether stationary or moving.
- Enabling parking provision at this site will not support addressing the congestion issues within this area. Congestion causes delays to buses, which will not be to the benefit of Greenwich residents. Furthermore, this will not assist in addressing air quality within this area, an aspiration that has been identified within the Thamesmead and Abbey Wood OAPF.

To conclude, for the reasons outlined above TfL objects to the level of parking provision proposed at this site. A reduction in car parking is required to address the areas of non-compliance highlighted above. Furthermore, the car parking provision is not only in non-compliance with London Plan policy but is not in keeping with the principles of the Thamesmead and Abbey Wood OAPF, which was developed by the GLA, TfL, Royal Borough of Greenwich and London Borough of Bexley.

*Please note, we will be advising the Mayor on the outlined areas of non-compliance, should these not be sufficiently addressed, for consideration as part of the Stage 2 process. It is also useful to highlight that a number of our comments raised in our previous response (28<sup>th</sup> October) on this application have not been addressed.*

- 1.4 In response to the above, Officers would again assert that due to the lack of parking restrictions on the surrounding road network, together with the poor access to public transport, a car-free development would not be suitable at this time. Without the provision of on-site parking, it is extremely likely that parking overspill onto surrounding roads would occur, with the Council's Highways Team confirming that there is already heavy demand for parking within the area and that they would not support a car-free development. Not only would this cause a nuisance for existing residents trying to park in the surrounding area, given the road widths generally in the area and the lack of restrictions excessive parking demand could create issues of obstruction for refuse or emergency vehicles in the vicinity. It would also result in increased traffic and congestion in the area as a result of drivers having to travel further to find a parking space. To this end, while it is noted that the development would result in some additional congestion due to more cars in the area, this would be less than what would occur if a car free scheme were approved.
- 1.5 TfL has previously insisted that the borough should implement a CPZ in the area, which they have asserted would allow the development to be delivered as car-free. However, it has been clarified by Officers on several occasions that the borough is unable to unilaterally impose parking restrictions on residents, instead requiring the undertaking of a public consultation exercise to ascertain the local appetite for such restrictions. To this end, while the current development is not proposed as car-free, it would nonetheless secure a financial contribution to facilitate a future consultation on a CPZ. If this were to be well received by residents it would allow for the implementation of on-street parking restrictions, which in turn would allow for future developments within the area to be delivered as car-free. For this reason, it is not considered that the development would set a precedent for future developments, rather the parking requirements for each development will be assessed on its own merits and in conjunction with the constraints of the site in question.

- I.6 TfL have outlined that they believe the parking ratio would be substantially higher than 0.39 due to the lack of on-street restrictions, instead asserting that levels of 0.62 – 1.12 could occur. This is on the basis that future residents who are unable or may otherwise choose not to park within the development would opt to find a parking space on-street. However, it should be noted that if the implementation of parking restrictions were agreed by existing residents following the CPZ consultation exercise to be funded by the applicant, future residents of the development would not be eligible to apply for permits regardless of the point of implementation, with this provision secured via the S106 legal agreement. As such, parking levels on-street would return to those currently experienced.
- I.7 Given the conflicting policy aims, Officers have had to come to a balanced planning view in respect of parking. While the site is located within the Thamesmead and Abbey Wood Opportunity Area, it has a very low PTAL and there are currently no committed public transport improvements planned for the vicinity. To this end, the development would in fact aid in improving public transport provision, through the £270,000 financial contribution which would go towards increasing the local bus service during peak times. Contributions have also been secured towards improving the existing cycle lane on Pier Way and the developer would relay the public footpath running along the site's western boundary, together with the provision of a cycle lane through the southern end of the site. These measures would all serve to incentivise active forms of travel and would reduce reliance on private vehicles. A new car-club would be established for ad hoc use, which would also be available for use by the wider community. These car-share initiatives similarly help reduce reliance on private forms of transport, whilst simultaneously ensuring residents who need use of vehicles on occasions are not left wanting due to the poor public transport links. Electric vehicle charging points would be provided for 40% of on-site spaces, which would support the transition to sustainable non-combustion engine vehicles. The proposed active charging provision would be double the requirement set out in the London Plan.
- I.8 Given the above, in addition to the contribution which would be secured towards funding a new CPZ consultation, it is considered that the currently proposed parking ratio of 0.39 as proposed would be an acceptable compromise in this instance.

## 2.0 Amendment to Conditions in Appendix 2 of the Main Report

2.1 In accordance with the sharing of the conditions prior to the meeting, as is best practice, certain condition have been updated since the publication of the main report. These changes relate primarily to clarifications and time triggers, with the objectives of the conditions remaining unchanged. The revised conditions are as follows:

Updated Condition Wording	Officer Comment
<p><b>Condition 5</b>  <b>Whole Life Carbon Assessment</b>            Prior to the first occupation of <b>each Core/Block of</b> the development, hereby approved, the post-construction tab of the GLA’s whole life carbon assessment template should be completed accurately and in its entirety in line with the GLA’s Whole Life Carbon Assessment Guidance. In preparing the WLCCA, the applicant should consider reporting the embodied carbon of all building elements and target materials with A+ to C rating, insulants with low GWP and paints, sealants and other finishes with low VOCs, concrete mix with higher 55% recycled cement replacement content, recycled aggregates, as per the BES 6001 Responsible Sourcing of Construction Products guidance, CIBSE TM65, RICS Whole Life Carbon Assessment for the Built Environment, 1st Edition and other appropriate guidance as appropriate. The post-construction (as-built) assessment should provide an update of the information submitted at planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the as-built materials, products and systems including MEP systems used. This should be submitted to the GLA at: <a href="mailto:ZeroCarbonPlanning@london.gov.uk">ZeroCarbonPlanning@london.gov.uk</a>, along with any supporting evidence as per the guidance and Local Planning Authority for information.</p>	<p>Amendment to allow the phased occupation of the development.</p>
<p><b>Condition 6</b>  <b>‘Be seen’ energy monitoring</b>            The development hereby approved shall be constructed to comply with the GLA ‘Be Seen’ energy monitoring requirements set out in points A, B, C and D below for at least five years:</p> <p>A. <del>Prior to the commencement of the development excluding demolition Within four weeks of planning permission being issued by the Local Planning Authority</del>, accurate and verified estimates of the ‘be seen’ energy performance indicators, as outlined in Chapter 3 ‘Planning stage’ of the GLA ‘Be seen’ energy monitoring guidance shall be submitted to the GLA’s monitoring portal and Local Planning Authority for information.</p> <p>B. Once the as-built design has been completed (upon commencement of RIBA Stage 6) and prior to occupation of <b>each Core/Block of</b> the development, updated accurate and verified estimates of the ‘be seen’ energy performance indicators for each reportable unit of the development, as well as supporting evidence, as per the</p>	<p>Part A – amended trigger to prior to commencement excluding demolition following granting of demolition prior approval.            Part B – prior to occupation of each block to allow the phased occupation of the development</p>

<p>methodology outlined in Chapter 4 ‘As-built stage’ of the GLA ‘Be seen’ energy monitoring guidance shall be uploaded to the GLA’s monitoring portal and submitted to the Local Planning Authority for information. The developer should also confirm that suitable monitoring devices have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in Chapter 5 ‘In-use stage’ of the GLA ‘Be seen’ energy monitoring guidance document and Energy Strategy Rev B prepared by Energist UK Ltd (06 October 2021).</p> <p>C. Upon completion of the first year of occupation following the end of the defects liability period (DLP) and for the following four years, accurate and verified annual in-use energy performance data as well as supporting evidence for all relevant indicators under each reportable unit of the development as per the methodology outlined in Chapter 5 ‘In-use stage’ of the GLA ‘Be seen’ energy monitoring guidance shall be uploaded to the GLA’s monitoring portal and submitted to the Local Planning Authority for information.</p> <p>D. In the event that the in-use evidence submitted shows that the as-built performance estimates have not been or are not being met, the legal Owner shall investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the ‘be seen’ spreadsheet. Where measures are identified, which can be reasonably practicable to implement, an action plan comprising such measures shall be prepared and submitted to the Local Planning Authority for written approval within six weeks. The measures approved by the Local Planning Authority shall be implemented by the legal Owner as soon as reasonably practicable and based on the agreed action plan timescales.</p>	
<p>A. Six months prior to practical completion and prior to occupation of the development, the following details should be submitted to the Local Planning Authority for written approval:</p> <ol style="list-style-type: none"> <li>i. Evidence of investigation of ways of heat imported to the site and briefings of discussions with neighbouring developers</li> <li>ii. Details and schematics of the centralised energy system/ plant room(s), including size, layout and location, thermal stores (if available) and any other equipment required in the plant room or roof;</li> <li>iii. Details of the technologies and associated equipment to serve the energy requirements of the development, including technical information such as operational data and operational performance, costs and QI rating, carbon intensity of heat network (kgCO<sub>2</sub>/kWh), monthly demand profiles for heating and hot water and cooling demand, analysis used to determine size of the proposed technology (and any other details the Local Planning Authority deems necessary);</li> <li>iv. Details of the pipe network (including the size and route, flow and return temperatures, total length of the heat</li> </ol>	<p>Amendment to allow the phased occupation of the development.</p>

<p>network in metres (flow and return) distribution and transmission, diagram route, total plant heating capacity, total heat generated, total heat supplied to premises) for the connection of all residential units into the site wide heat network.</p> <ul style="list-style-type: none"> <li>v. Details of schematic of the site wide heat network showing all residential units connected into it.</li> <li>vi. The method of how the facility and/or infrastructure shall be designed to allow for the future connection of the development to an offsite heat network and/ or private wire network including connection point on the ground floor; drawings and floor plans;</li> <li>vii. Details of the HIU including specifications, type and efficiency, if available;</li> <li>viii. Demonstration of the installation of a single point of connection leading to the edge of the site;</li> <li>ix. Evidence that the gas boilers required to partially serve the energy requirements of the approved development are of Ultra-Low NOx with maximum NOx Emissions that are compliant with the NOx (g/m<sup>2</sup>) (&lt;40mgNOX/kWh) benchmarks as set out at Appendix 5 of the Mayor’s Sustainable Design and Construction SPG (April 2014) or subsequent related version.</li> <li>x. Details and evidence to demonstrate that the site wide heat network shall be designed in accordance with Heat Networks: Code of Practice for the UK (based on the latest technical guidance), Heat Trust Standards and Heat Network (Metering and Billing) Regulations (HNMBR).</li> </ul> <p>B) Within six months of occupation of <b>each Core/Block of</b> the development, details and evidence of a post-commissioning assessment, completed by an independent assessor must be submitted to and approved in writing by the Local Planning Authority, for either connection to an offsite energy network or any onsite centralised system installed to provide the space heating and hot water and/or cooling, certifying that it has been well designed in line with Part A, runs efficiently, has reliability of supply, a reasonable customer tariff and appropriate management and maintenance arrangements are in place.</p>	
<p><b>Condition 10</b>  <b>Overheating and Cooling</b>  Prior to commencement of <del>the residential units within</del> the development hereby approved, <b>excluding demolition</b>, the details of the dynamic thermal modelling, being applied to each residential unit <b>type</b> proposed using the guidance and criteria provided in CIBSE TM59 &amp; TM49 (DSY1, DSY2 and DSY3) and Cooling Hierarchy, and demonstrating how these units perform against and even exceed the overheating criteria with and without blinds, shall be submitted to the Local Planning Authority for written approval. The details of any additional measures to be incorporated into each residential unit to minimise the risk of overheating and strategy on how occupants can cope in extreme weather events and commitment that relevant guidance will be</p>	<p>Scheme only comprises residential development – unnecessary wording removed.</p> <p>Amendment trigger to exclude demolition following the granting of demolition prior approval application.</p> <p>Information provided for each residential unit type, rather than each unit.</p>

<p>provided to occupants shall also be submitted and evidence that these measures can and will be incorporated into the development if the dynamic thermal modelling demonstrates that overheating would occur. Compliance with Criterion 3 of the Building Regulations should also be demonstrated. Each residential unit shall thereafter be constructed in accordance with the approved details.</p>	
<p><b>Condition 11</b>  <b>Ecology and Biodiversity</b></p> <p>A. The ecological and biodiversity <del>compensation</del>, mitigation and enhancement measures shall be implemented in full as detailed in Ecological Assessment (25 May 2021), Bat Survey Report (19 August 2021), both prepared by Aspect Ecology Ltd, Landscape Design Report (26 May 2021), drawings FNH442/05 [L] (04 March 2021) and FNH442/01 to 04 [L] (24 March 2021) prepared by MCA and Urban Greening Factor Plan (FNH442/26 [B]) prepared by MCA (25 August 2021).</p> <p>The development shall be carried out in accordance the approved details and maintained as such in perpetuity</p>	<p>Removal of compensation as no such measures are proposed in the Ecological Assessment.</p>
<p><b>Condition 12</b>  <b>Landscape and Ecological Management Plan</b></p> <p>A) <del>The development shall be carried out in accordance with Tree Constraints Plan I488-KC-XX-YTREE-TCP01 Rev 0. No development shall take place until the following have been submitted to and approved in writing by the Local Planning Authority:</del></p> <p style="padding-left: 20px;"><del>i. ——— Details to protect the established vegetation from any damage that could be caused during demolition and construction. All works should be undertaken by a suitably qualified and experienced specialist contractor and should conform to current industry best practice, i.e. BS 3998: 2010 ‘Tree Work Recommendations’. The details should ensure that existing commuting/foraging routes currently utilised by bats and other wildlife are maintained, if identified.</del></p> <p>Any mitigation measures <del>identified therein</del> shall be implemented <del>in accordance with the approved details</del> prior to the commencement of any works on site.</p> <p>B) Prior to the commencement of the development, other than demolition and groundworks, an Ecological and Landscape Management Plan, including short and long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas and demonstration that the Urban Greening Factor (UGF) score of 0.42 has been achieved for the approved site, shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>Development proposals must ensure no net loss of biodiversity and wherever possible, make a positive contribution to the protection, enhancement, creation and management of</p>	<p>Part A details of tree protection plan approved as part of the Prior Approval application.</p> <p>Part C – The ecological improvement such as planting and bird boxes will be installed towards the end of the construction to avoid it being damaged during construction. Trigger amended to allow a phased occupation.</p>

<p>biodiversity including the creation of an ecological corridor such as tree lines and hedgerows to provide important commuting habitats.</p> <p>Particular attention shall be paid to the detailing of the proposed green buffer along the site boundary with Camelot Close, with trees in this location selected to ensure that they would be visually appealing whilst simultaneously enhancing the perceived security/privacy of neighbouring rear gardens.</p> <p>The Ecological and Landscape Management Plan shall include details from a suitably qualified ecologist specifying how the landscape features have been developed for biodiversity and ecological enhancement. The mitigation and enhancement should include the following:</p> <ul style="list-style-type: none"> <li>i. Native and/or nectar producing and/or deciduous plant and tree species of high ecological value, preferably of local provenance;</li> <li>ii. Diversity grassland areas such as lawns with low growing native herbs, unmown grass verges, wildflower mixes on amenity and recreational open spaces and/or meadow areas;</li> <li>iii. Percentage of native habitat species proposed for the site (a target of 75% native to 25% non-native plant species should be utilised where possible);</li> <li>iv. Dense areas of shrubbery;</li> <li>v. Habitat areas identified in the Greenwich Biodiversity Action Plan;</li> <li>vi. Bird and bat sensitive lighting; Artificial nesting and roosting sites (including bird and bat bricks) including number, location and design.</li> </ul> <p>Where habitats are created as mitigation for development, management plans for the habitat shall also be provided detailing how the areas are to be managed in the longer term. Once approved the mitigation and management plans shall be undertaken in accordance with the approved details.</p> <p>C) Evidence that the ecological measures approved under part (B) have been installed in accordance with the details above should be submitted to and approved in writing by the Local Planning Authority prior to first occupation of <u>each Core/Block of</u> the development.</p>	
<p><b>Condition 13</b>  <b>Biodiverse/ Biosolar Green Roof</b></p> <p>A. Within three months of commencement of the development, a detailed investigation into the incorporation of biodiverse/ biosolar green roof that is compliant with GRO Green Roof Code</p>	<p>Part C – add prior to occupation of each core/block to allow for phase occupation of the development.</p>

<p>(2021 or subsequent version) shall be carried out and submitted to Local Planning Authority for written approval.</p> <p>B. Subject to part (A), details of the green roof shall be submitted to and approved in writing by the Local Planning Authority within six months of commencement of the development, and should include:</p> <ol style="list-style-type: none"> <li>i. type of green roof and how it has been developed for biodiversity and biodiversity and ecological enhancement;</li> <li>ii. details of landscape features;</li> <li>iii. roof cross-sections and roof plan showing biosolar features;</li> <li>iv. substrate and vegetation.</li> </ol> <p>The green roof should be comprised of, but not necessarily limited to:</p> <ul style="list-style-type: none"> <li>• biodiversity-based with extensive/semi-intensive soils,</li> <li>• substrate which is commercial -based aggregate or equivalent with a varied substrate depth of 80-150mm planted with 50% locally native herbs/wildflowers in addition to sedum and include additional features such as areas of bare shingle, areas of sand for burrowing invertebrates, individual logs or log piles, shallow pools and an area suitable for black redstarts and nesting starling.</li> </ul> <p>C. Evidence that the roof has been installed in accordance with (A) and (B) shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of <b>each Block/Core of</b> the development hereby approved.</p> <p>D. The green roof shall be retained and maintained for the lifetime of the development in accordance the approved details.</p>	
<p><b>Condition I4</b>  <b>Land Contamination</b></p> <p>Prior to the commencement of development approved by this planning permission, <b>excluding demolition</b>, the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:</p> <ol style="list-style-type: none"> <li>I. A preliminary risk assessment which has identified: <ul style="list-style-type: none"> <li>• all previous uses;</li> <li>• potential contaminants associated with those uses;</li> <li>• a conceptual model of the site indicating sources, pathways and receptors;</li> <li>• potentially unacceptable risks arising from contamination at the site.</li> </ul> </li> </ol> <p>Should the preliminary risk assessment identify the need for further investigation:</p>	<p>Amendment trigger to exclude demolition following the granting of demolition prior approval application.</p>

<p>2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.</p> <p>3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.</p> <p>4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.</p> <p>Any changes to these components require the express written consent of the Local Planning Authority. The scheme shall be implemented as approved.</p>	
<p><b>Condition 15</b>  <b>Contamination Verification Report</b>  Prior to occupation <u>of each Core/Block</u>, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the Local Planning Authority, in consultation with the Environment Agency.</p> <p>The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the Local Planning Authority.</p>	<p>Amendment trigger to exclude demolition following the granting of demolition prior approval application.</p>
<p><b>Condition 18</b>  <b>Unexploded Ordnance (UXO)</b></p> <p>1. Prior to the commencement of development, <del>excluding demolition</del>, a Preliminary Risk Assessment to identify the risks associated with unexploded ordnance (UXO) threat of the site shall be submitted to and approved, in writing, by the Local Planning Authority. Any Preliminary Risk Assessment of UXO hazards must be undertaken in compliance with current guidance for managing UXO risks (e.g.C681). The investigation shall include, but not be limited to:</p> <ul style="list-style-type: none"> <li>• Home Office WWII Bomb Census Maps;</li> <li>• WWII and post-WWII aerial photography;</li> <li>• Official Abandoned Bomb Register;</li> <li>• LCC Bomb Damage maps;</li> <li>• Information gathered from the National Archives at Kew; and</li> <li>• Historic UXO information.</li> </ul>	<p>Amendment trigger to exclude demolition following the granting of demolition prior approval application.</p>

<p>2. Should the preliminary risk assessment identify the need for further investigation, the following shall be submitted to and approved, in writing, by the Local Planning Authority:</p> <ul style="list-style-type: none"> <li>• A Detailed Risk Assessment and Intrusive UXO Survey, based on (1) to characterise the site and; provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.</li> <li>• Following the results and outcomes of the Preliminary and Detailed Risk Assessments, a Risk Mitigation Plan giving full details of the mitigation measures required and how they are to be undertaken. This requires the provision of both a Mitigation Implementation and Verification Plan.</li> <li>• Details attaining to Operational UXO Emergency Response Plan; and UXO Safety &amp; Awareness Briefings – must also be provided.</li> <li>• The identified mitigation must be carried out in accordance with the approved details.</li> </ul> <p>3. On completion of the above (2) a final Verification Report is required to demonstrate that the works set out in (2) have been completed, along with any requirements for longer-term monitoring of risks, maintenance and arrangements for contingency action.</p>	
<p><b>Condition 27</b>  <b>Foundation Design/Attenuation Tanks</b>  <del>Prior to the commencement of any ground disturbance works No development shall take place until</del> details of the foundation design, construction method and attenuation tanks to protect archaeological remains have been submitted and approved in writing by the Local Planning Authority, in consultation with Historic England. The development shall be carried out in accordance with the approved details.</p>	<p>Amendment trigger to exclude demolition following the granting of demolition prior approval application.</p>
<p><b>Condition 28</b>  <b>Archaeology - Community Engagement</b>  <del>Prior to the commencement of any ground disturbance works No development shall take place until</del> details of the <i>public engagement framework</i> pertaining to the site’s geo/archaeological program of work have been submitted and approved in writing by the Local Planning Authority, in consultation with Historic England. The development shall be carried out in accordance with the approved details.</p>	<p>Amendment trigger to exclude demolition following the granting of demolition prior approval application.</p>
<p><del>Condition 39</del>  <del>Combined Heat and Power (CHP)</del>  <del>Full details of any Combined Heat and Power unit proposed to be provided on site, which would have to include a catalytic convertor shall be submitted to and approved in writing, by the Local Planning Authority prior to the development of the relevant part of the site. The development shall be implemented in accordance with the approved details and maintained as such thereafter.</del></p>	<p>Combined Heat Pump not proposed for the development – condition can therefore be removed.</p>

<p><del>Condition 42</del>  <del>Domestic Boilers</del>  <del>All new or replacement boilers used for water or space heating shall produce Oxides of Nitrogen (NO<sub>x</sub>) emissions of no more than 40 mg/kWh. Prior to the commencement of the use, the applicant shall submit to and have approved in writing by, the Local Planning Authority details showing that the proposed unit(s) meet this emissions standard.</del></p>	<p>Domestic boilers are not proposed as part of the development – condition can therefore be removed.</p>
<p><b>Condition 44</b>  <b>Secure by Design</b></p> <p>a) Prior to the commencement of above ground works (excluding demolition), a full and detailed application for the Secured by Design award scheme shall be submitted to the Local Planning Authority and the Metropolitan Police SE Designing Out Crime Office, setting out how the principles and practices of the Secured by Design Scheme are to be incorporated into the approved scheme.</p> <p>b) Prior to first occupation of <del>any part</del> <b>each block</b> of the development, evidence shall be submitted to the Local Planning Authority demonstrating that a Secured by Design certification has been awarded <b>for that block</b>, in accordance with the details approved under part (a).</p>	<p>Part B – trigger point prior to the occupation of each block to allow for the phase occupation of the development.</p>
<p><b>Condition 51</b>  <b>Sound Attenuation</b></p> <p>A) Prior to the commencement of the above ground works of the development hereby approved, details of the sound attenuation to protect against externally generated (environmental) noise sources including road traffic so as to achieve the internal ambient noise levels detailed in Table 4 section 7.7.2 of BS8233:2014 shall be submitted to and approved in writing by, the Local Planning Authority. The measured or calculated noise levels shall be determined in accordance to the latest British Standard 8233:2014 Guidance on sound insulation and noise reduction for buildings. Internal noise levels should be achieved with windows open for rapid ventilation purposes. Where this cannot be achieved alternative means of ventilation and cooling will be required. Where whole house ventilation is provided then acoustically treated inlets and outlets should ideally be located away from the façades most exposed to noise and any local sources of air pollution.</p> <p>B) The approved works are to be completed prior to occupation of the development and retained for the lifetime of the development.</p> <p>C) Prior to first occupation of the development <b>or each block</b>, a Post Completion Report demonstrating compliance with the mitigation measures in A above shall be submitted to and approved by the Local Planning Authority.</p>	<p>Part C – amended to allow the phased occupation of the development</p>

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