

<b>PLANNING BOARD</b>	<b>DATE</b> 5 <sup>th</sup> April 2016
<b>TITLE</b> Valley House, 445 Woolwich Road, Charlton, SE7 (Ref: 16/0132/F)	<b>ITEM NO.</b> 6
<b>LEAD OFFICER</b> Director Of Regeneration, Enterprise and Skills	<b>WARDS</b> Peninsula

### Addendum

- 1.0 The following amendments are proposed to the main report for application reference 16/0132/F:
- 2.0 **Additional Recommended Condition for Application Reference 16/0132/F:**
- 2.1 Due to the proposed green wall, the following condition is recommended to be added to section 3.2 of the main report:

51. Notwithstanding the details shown on the approved plans, full details of a green wall shall be submitted to and approved in writing by the Local Planning Authority prior to the implementation of the relevant part of the development.

The green wall shall be carried out strictly in accordance with the details approved, shall be maintained as such thereafter.

Evidence that the green wall has been installed in accordance with the approved details shall be submitted to and approved in writing by the local planning authority prior to first occupation.

*Reason: To ensure compliance with Policy E(f) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

### 3.0 **Considerations**

#### 3.1 **Viability**

3.1.1 As noted in section 22.2 of the main report, it was advised that the Independent Financial Assessor's full report would be provided as an addendum. Therefore, please find below the Independent Financial Assessor's full report:

"Further to the Royal Borough's instructions to consider the financial viability issues arising from the revised submission by London Green (Charlton) Ltd and their advisors, Douglas Birt Consulting (DBC), regarding their site at Woolwich Road, London SE7, comprising the demolition of the existing offices and the construction of ground floor commercial space, together with 73 residential units above, we are pleased to report as follows.

#### **Key Factors**

As you will recall, the original proposal was based on the prior approval procedure under class J of the General Permitted Development Order for redevelopment to residential, and this was compared to converting the building to housing. When we considered this proposal in March 2015, we concluded as follows:

*There are therefore in effect two financial appraisals in this case. The conversion appraisal is sound. It reflects a gross to net floor space change of use at 80% and thus 16 units; a slightly reduced market value when compared to new build; a reasonable cost and profit assumption and a resulting residual value and premium to produce a benchmark land value of £2.1m.*

*The proposal for 74 flats and ground floor retail in two blocks with basement parking (with half depth natural ventilation) includes 14 affordable units (9 affordable rent and 5 shared ownership) which equates to 19% of the units. Planning obligations total £568,691 - £409,266 to RBG and £159,425 to the Mayoral CIL. The profit margin has also been reduced to 17% of GDV, rather below the current norm.*

*In conclusion, on the basis that the GDO amendment requirements are met, and thus a 'prior approval' produces an extant consent which could be acted upon, then the approach adopted in this case is justifiable and the viability appraisals are sound.*

The extant consent included 14 affordable housing units (19% by number) and a planning obligation/CIL package totalling £568,691. Since then, several financial variables have changed, in part according to the applicants, design changes which RBG required. The resultant viability based on 73 residential units and the same commercial space has reduced the affordable content to 11 units (15% by number) and an obligation package totalling £500,000.

The revised financial variables in the new appraisal can be summarised as followed:

- 1) The benchmark land value accepted previously by RBG and ourselves remains unaltered.
- 2) Sales values in Charlton Riverside are improving but while local agents advised an average of £450psf, the applicants have assumed an optimistic £500psf in the appraisal, which would require capital growth during the build period.
- 3) More significantly, as a result of the design changes and build cost inflation which has re-emerged as an important consideration, build costs in the submitted cost plan, have increased as follows:
  - a. A 5-10% reduction in the gross to net ratio;
  - b. Increased communal spaces which has added £865,000 to cost;
  - c. The car park which is now full depth with the necessary m & e installations, adding £461,000 to cost;
  - d. Enabling works detailed in the submission (App.5) adding £215,000 to costs;
  - e. Increased terraces and balconies adding £171,000 to cost.

While this has added a total of £1.71m to costs, the scheme remains at Level 4 CSH.

- 4) The profit margin has reduced from 17% of gross development value to 16.4%, both of which are below current funding norms.

ITEM NO: 6

PAGE NO: 3

In summary, the proposal viability submission is justifiable and while a review mechanism will be essential, this will require capital growth in sales and/or cost savings, before yielding additional contributions. We would advise the Borough to proceed on that basis.”

#### 4.0 Amendments to Section 23 (Legal Agreement) of the Main Report

4.1 The following amendment is made to section 23.3 (Transport):

##### Transport

- Any highway works should be secured (and agreed separately with the Highways Authority) by S38 / S278 agreements as part of a Section 106 Agreement and at the developers expense.
- At the developers expense the applicant will pay the highway authority to carry out off-site highway works, including the requirement for a ‘Keep Clear’ marking or central median along Gallions Road (agreed separately with the Highways Authority);
- Stage 2 Safety Audit (to support any access arrangement and loading bay proposed);
- Car Club – A commitment to extending the existing car club, provision of car club spaces and payment of a period of initial membership;
- Ensure that residents and other occupiers of this development, except Blue Badge holders, are exempt from acquiring CPZ permits. Future occupants advised of the limited parking opportunity in their leases;
- Financial contribution towards cycle improvements and cycle training.

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<b>PLANNING BOARD</b>		<b>DATE</b> 05.04.2016
<b>TITLE</b> Valley House, 445 Woolwich Road, Charlton, SE7 (Ref: 16/0132/F)		<b>ITEM NO.</b> 6
<b>LEAD OFFICER</b> Director of Regeneration, Enterprise and Skills		<b>WARDS</b> Peninsula

I. Decision Required

I.1 The Planning Board is requested to grant planning permission for the demolition the existing building and construction of buildings up to 7-storeys in height to provide 73 new residential dwellings and one ground floor flexible use Class A1/A2/A3 or A4 unit with associated car and cycle parking at basement level, access, landscaping and amenity space, subject to the requirements set out in Section 3 of this report.

2. Summary

2.1 This report considers the current application for the demolition of the existing building on site and construction of buildings up to 7-storeys in height to provide 73 new residential dwellings and one ground floor flexible use Class A1/A2/A3 or A4 unit with associated car and cycle parking at basement level, access, landscaping and amenity space (Ref: 16/0132/F).

2.2 The application site is currently occupied by a mundane 3-storey building, which was previously in use as BI office (but is now vacant). The site is located on the north-eastern corner of Woolwich Road and Gallions Road.

2.3 The site is located within the Charlton Riverside Masterplan Area. To the west of the site is the new Sainsbury's and Marks and Spencer's development. The application site is located within a 5 minute walk from the Charlton Rail Station (located to the southeast of the site).

2.4 This application is a resubmission of a previous application which was refused on the 30<sup>th</sup> September 2015, which sought the demolition of the existing building on the site and construction of buildings up to 9-storeys in height to provide 74 new residential dwellings and one ground floor flexible Use Class A/A2/A3 or A4 unit with associated car and cycle parking at basement level, access, landscaping and amenity space (Ref: 15/3258/F). The reason for refusal stated the following:

*“The proposed development due to its height, massing and density would constitute an over-development of the site to the detriment of the character and appearance of the area, contrary to policies 7.4 and 7.6 of the London Plan (2015) and Policy DHI of the Royal Greenwich Local Plan – Core Strategy with Detailed Policies (2014).”*

- 2.5 The application has received 80 letters of support and 10 objections from residents. It has also received objections from *Charlton Society Central Charlton Residents Association (CCRA)* and comments from *Greenwich Conservation Group*. The full response to public consultation is set out in the report (Section 7).
- 2.6 The report details all relevant national, regional and local policy implications of the scheme, including supplementary planning guidance.
- 2.7 The application is considered acceptable and has overcome the previous reason for refusal (Ref: 15/3258/F) and is recommended for approval, subject to the satisfactory completion of a Legal Agreement (Heads of terms set out in section 23 of this report) and conditions set out in section 3.2 of this report.

### 3. Recommendation

#### 3.1 The Board is requested to grant:

- Detailed planning permission for the demolition the existing building and construction of buildings up to 7-storeys in height to provide 73 new residential dwellings and one ground floor flexible use Class A1/A2/A3 or A4 unit with associated car and cycle parking at basement level, access, landscaping and amenity space.

Subject to:

- a. The satisfactory completion of a Section 106 (S106) Legal Agreement (obligations set out in section 23 of the report); and
- b. Conditions set out in section 3.2 of this report.

#### 3.2 Conditions and Reasons for Application 16/0132/F:

### **Approved Drawing Numbers**

01. The development hereby permitted shall be carried out in accordance with the following approved plans.

ITEM NO: 6  
PAGE NO: 2

WRC2 P A0 01, WRC2 P AI 00, 01 (Rev. A), 02 (Rev. A), 03 (Rev. A), 04 (Rev. A), 05, 06, 07, 08, 09, WRC2 P AI LH 01, WRC2 P AI WU 01, 02, WRC2 P E 01, 02, 03, WRC2 P DP 01, WRC2 P A2 01, 02, 03, 04 (Rev. A), WRC2 PP CGI 01, 02, 03, WRC2 PP BI 01, 02, 03, 04, 05, 06, Air Quality Assessment, Noise Impact Assessment, Statement of Community Involvement, Statement of Community Involvement Addendum (February 2016), Landscape Proposals, Flood Risk Assessment, Energy Statement, Sustainability Statement and Design & Access Statement.

*Reason: For the avoidance of doubt and in the interests of proper planning.*

### **Provision of Affordable Housing**

02.

- i. The development hereby approved shall provide a minimum of 15.1% Affordable Housing across the site; and
- ii. The Affordable Housing will be provided across the site as 64% Affordable Social Rented Units and 36% Affordable Housing Intermediate Units.

*Reason: In the interest of providing an appropriate level of affordable housing across the site, ensuring compliance with policies 3.4 and 3.12 of the London Plan (2015) and H3 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

### **Materials**

03. Full details of all facing materials and finishes (including samples) to be used on the building shall be submitted to and approved in writing by the Local Planning Authority prior to the implementation of the development and the development shall thereafter be implemented in accordance with these approved details.

*Reason: In order that the Local Planning Authority may be satisfied with the external appearance of the buildings and the development and ensure compliance with Policies 3.5 and 7.4 of the London Plan (2015) and DH1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Hard and Soft Landscaping**

04. Full details of all the hard and soft landscaping arrangements shall be submitted to and approved in writing, by the Local Planning Authority, prior to the implementation of the development. The hard landscaping as approved shall be completed before the development is first occupied. The soft landscaping as approved shall include native trees and shrubs, including sizes, species providing pollen, nectar and berries and shall be completed within 12 months, or by the end of the first planting season, after the completion of the development to the satisfaction of the Local Planning Authority.

Any tree, or plants which die within a period of 5 years from the completion of the development; are removed, or become seriously damaged, or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

*Reason: In order to maintain the character and amenities of the area and ensure compliance with policies 7.4 and 7.5 of the London Plan (2015) and policies DH1, CH1 and OS(f) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Ecological Assessment**

05. Prior to demolition and construction works commencing on the relevant part of the site, an ecological assessment including a habitat management plan detailing all features of ecological value on the site and setting out measures for their protection during construction works shall be submitted to and approved in writing by, the Local Planning Authority. Any mitigation measures identified there in shall be implemented in accordance with the approved details.

*Reason: To ensure retention of habitats or mitigation for the loss of habitats and to comply with policy 7.19 of the London Plan (2015) and policy OS4 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Ecological / Landscape Management Plan**

06. Prior to the commencement of development a Landscape Management Plan, including long-term design objectives, management responsibilities and maintenance schedule for all landscaped areas (except privately owned

domestic gardens), shall be submitted to and approved in writing by, the Local Planning Authority. Development proposals must ensure no net loss of biodiversity and wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity.

The submitted information shall include:

- a) A report from a suitably qualified ecologist specifying how the landscape features have been developed for biodiversity and ecological enhancement.
- b) Details of all landscape features including plans and cross sections.

The Landscape Management Plan shall be carried out as approved.

*Reason: To ensure the protection of wildlife and supporting habitat and to secure opportunities for the enhancement of the ecological value of the site in line with policies 5.11 and 7.19 of the London Plan (2015) and policy OS4 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

### **Intensive Green Roofs**

07. Full details of an intensive green roof which shall be compliant with the GRO Green Roof Code 2011 shall be submitted to and approved in writing by, the Local Planning Authority, prior to the implementation of the development hereby approved. Information submitted shall include:

- a) An ecological management plan including the landscape features and cross section of the roof
- b) Specified maintenance plan with allocated responsibilities
- c) Assessment of the effectiveness of the living roof as a source control mechanism and interceptor for a Sustainable Urban Drainage System (SUDS).
- d) The green roof should be comprised of, but no necessarily limited to, the following:
  - Soil and vegetation to cover a minimum of 70% of the green roof area for water attenuation purposes.
  - A minimum of 25% of the vegetated area should be native species. Of the remaining vegetated area, a minimum of 50% should be of known wildlife value (rather than purely ornamental).
- e) Parts a to d must be addressed within a single submission document.

The development shall be carried out in accordance with the details approved and shall be maintained as such thereafter.

Evidence that the roof has 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.

*Reason: To create open space for residents and a sense of well-being. To provide insulation and to contribute towards enhancing biodiversity, reducing flood risk and improving the aesthetic value of the development as well as resident's wellbeing. To comply with policies 5.11 and 7.19 of the London Plan (2015) and policies OS4, DH1 and E(f) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

### **Brown Roofs**

08. Full details of a brown roof shall be submitted to and approved in writing by, the Local Planning Authority, prior to the implementation of the relevant part of the development hereby approved. The brown roof must provide / comprise of the at least the following:

- a) a base mixture of crushed brick or concrete aggregate from the original site graded from 25mm to dust
- b) contain a collection of larger aggregate items 40-75mm
- c) contain larger boulders
- d) be contoured from heights of at least 5cm to 15cm
- e) have a gravel base and drainage points
- f) have a protective rubber membrane
- g) be allowed to colonise naturally or allow interspersed seed mix if appropriate
- h) consist of material from the site itself and allowed to sit on site during construction
- i) areas of bare shingle, areas of sand for burrowing invertebrates and individual logs or log piles
- j) mould dune sand and compacted crushed brick and concrete in gentle slope formation
- k) A report from a suitable qualified ecologist specifying how the brown roof has been developed for biodiversity with details of landscape features and a roof cross section.

The development shall be carried out strictly in accordance with the details approved and shall be maintained as such thereafter.

Evidence that the brown roof has 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.

*Reason: To provide insulation and to contribute towards enhancing biodiversity, reducing flood risk and improving the aesthetic value of the development as well as resident's wellbeing; and to comply with Policy 7.19 of the London Plan (2015) and Policies OS4, DHI and E(f) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

### **Bird and Bat Boxes**

09. Details of bird and bat boxes shall be submitted to and approved in writing by, the Local Planning Authority prior to any superstructure works commencing on site. The details shall include the exact location, specification and design of the habitats. The boxes shall be installed prior to the first occupation of the development.

The nesting boxes shall be installed strictly in accordance with the details so approved and shall be maintained as such thereafter.

*Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with policies: 5.3 and 7.19 of the London Plan (2015).*

### **Future connection to heating, cooling and power networks**

10. Full details demonstrating how the approved scheme has been designed to allow for the future connection to any neighbouring heating and cooling system and/or any private wire power network shall be submitted to and approved in writing, by the Local Planning Authority. Evidence that the approved scheme has been implemented shall be submitted to and approved in writing, by the Local Planning Authority prior to the issue of a certificate of practical completion. The development shall be carried out in accordance with the approved design details.

*Reason: To allow for the efficient distribution of energy, to minimise carbon dioxide emissions and to comply with policy 5.6 of the London Plan (2015) and policy E1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Carbon Emissions Reduction**

11.

- a) The development hereby permitted shall achieve no less than a thirty five per cent (35%) reduction in building carbon dioxide emissions over Part L 2013 of the building regulations.
- b) No development shall take place until an energy statement is submitted to planning control detailing how the development proposals, in accordance with the energy hierarchy, meet the required 35% reduction target.
- c) Prior to first occupation of the building the developer shall submit evidence that the 35% reduction over Part L 2013 of the building regulations has been achieved

*Reason: To minimise future carbon dioxide emissions and mitigate climate change, and to comply with Policies 5.1, 5.2 and 5.3 of the London Plan Policy (2015) and Policy E1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Energy Performance**

12. All dwellings within the development hereby permitted must achieve the following energy performance standards:

- (i) All houses and flats whose material operations have commenced prior to 1<sup>st</sup> October 2016 must achieve a minimum of a thirty five per cent (35%) reduction in building carbon dioxide emissions beyond Part L of the Building Regulations 2013.
- (ii) All houses and flats whose material operations have commenced on or after 1<sup>st</sup> October 2016 must achieve zero carbon dioxide emissions.
- (iii) No part of the development hereby permitted shall be occupied until evidence of the energy performance standard referred to in part [(i)] [(ii)] of this Condition having been achieved, has been submitted to, and approved in writing by, the Local Planning Authority.

*Reason: To minimise future carbon dioxide emissions and mitigate climate change, and to comply with Policy 5.2 of the London Plan (2015) and Policy E1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Water Efficiency**

13. The development hereby permitted shall comply with Regulation 36(2)(b) of the Building Regulations 2010 (as amended by the Building Regulations &c. (Amendment) Regulations 2015/767) and as set out in section G2 of the Building Regulations Approved Document (110 litres per person per day).

*Reason: To accord with Policy 5.15 of the London Plan (2015) and Policy DH1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **BREEAM (for all non-residential uses) – Minimum Level**

14. The development hereby permitted shall be built to a minimum of BREEAM Excellent (or its successor).

*Reason: In the interest of addressing climate change and to secure sustainable development and to comply with Policy 5.3 of the London Plan (2015) and DH1 and EI of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **BREEAM (for all non-residential uses) – Design Stage Assessment**

15. No relevant part of the development shall take place until a design Stage Assessment (under the BREEAM or its successor) has been carried out and a copy of the summary score sheet and interim BREEAM Certificate have been submitted to and approved in writing by, the Local Planning Authority.

*Reason: In the interest of addressing climate change and to secure sustainable development and to comply with Policy 5.3 of the London Plan (2015) and DH1 and EI of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **BREEAM (for all non-residential uses) – Post Construction Review Certificate**

16. Within 3 months of first occupation of the relevant building, a copy of the summary score sheet and Post Construction Review Certificate (under BREEAM or its successor) shall be submitted to and approved in writing by, the Local Planning Authority, verifying that the agreed standards have been met.

*Reason: In the interest of addressing climate change and to secure sustainable development and to comply with Policy 5.3 of the London Plan (2015) and DHI and E1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

### **On-site Renewable Energy Technologies**

17. The renewable energy technologies, which shall provide for no less than 12.8% on-site CO<sub>2</sub> reduction as detailed within the 'Energy Statement', shall be installed and operational prior to the first occupation of the development. Details of the renewable energy technologies shall be submitted to and approved in writing, by the Local Planning Authority prior to the implementation of the development hereby approved. The details shall include:

- a) An energy assessment stating:
  - baseline energy demand in KWh and kg/CO<sub>2</sub>
  - energy reduction achieved on the baseline through the use of on-site renewable energy technologies in KWh, kg/CO<sub>2</sub> and % CO<sub>2</sub> reduction.
- b) The resulting scheme, along with machinery/apparatus location, specification and operational details
- c) A management plan for the operation of the technologies
- d) (if applicable) A servicing plan including times, location, frequency, method of servicing (and any other details the Local Planning Authority deems necessary)
- e) (if applicable) A noise assessment regarding the operation of the technology

The development shall be carried out in accordance with the details hereby approved and shall be maintained as such thereafter.

*Reason: To contribute towards carbon dioxide emissions reduction and to comply with Policy 5.7 of the London Plan (2015) and policy E1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

### **On-site Renewable Energy Technologies - evidence of installation**

18. Evidence that the scheme of renewable energy provision has been installed in accordance with condition 17, including evidence of commissioning and a copy of the building's Energy Performance Certificate, shall be submitted

to and approved in writing, by the Local Planning Authority prior to the first occupation of the development hereby approved.

*Reason: To contribute towards carbon dioxide emissions reduction and to comply with Policy 5.7 of the London Plan (2015) and policy E1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Remediation Strategy**

19. Prior to the commencement of development approved by this planning permission, 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:

1. A preliminary risk assessment which has identified:
  - all previous uses;
  - potential contaminants associated with those uses;
  - a conceptual model of the site indicating sources, pathways and receptors;
  - potentially unacceptable risks arising from contamination at the site.
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.
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.
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.

Reference shall be had to Environment Agency Guide CLR11 Model procedures for the management of land contamination available at <https://www.gov.uk/government/publications/managing-land-contamination>. The scheme shall be implemented as approved.

*Reason: To protect underlying groundwater. The site lies over a principal aquifer and the application form submitted indicates that the land is known to be contaminated. To ensure that the site is not subject to contamination and where contamination is present that appropriate measures are undertaken to deal with risks associated with contamination of the site arising from historic land uses and ensure compliance with Policy 5.21 of the London Plan (2015) and Policy E(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

### **Verification Report**

20. The development shall not be occupied until a Verification Report, demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved, in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

*Reason: To protect underlying groundwater. The site lies over a principal aquifer and the application form submitted indicates that the land is known to be contaminated. To ensure that the site is not subject to contamination and where the site is contamination is present that appropriate measures are undertaken to deal with risks associated with contamination of the site arising from historic land uses and ensure compliance with Policy 5.21 of the London Plan (2015) and Policy E(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

### **Piling or any other foundation designs – Environment Agency**

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

*Reason: To ensure piling works are carried out with due regard to protection of groundwater. The site lies over a principal aquifer and the application form submitted indicates that the land is known to be contaminated.*

## **Cycle Parking – Residential and Commercial Uses**

22. Prior to the commencement of the relevant part of the development, full details of facilities for parking of cycles for residential and commercial uses (including but not limited to locker and changing facilities for the commercial use) within the site shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be implemented in accordance with the approved details prior to the occupation of the development.

*Reason: In order that the development promotes sustainable transport options for prospective residents and ensure compliance with Policy 6.9 of the London Plan (2015) and Policies IM(b) and IM(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Delivery and Servicing Plan (DSP)**

23. The development shall not be occupied until a detailed Delivery and Servicing Plan (DSP) has been submitted to, and approved in writing by, the Local Planning Authority. The DSP shall endeavour to ensure that deliveries are carried out outside of peak hours and shall in all respects be implemented in accordance with the details approved pursuant to this condition.

*Reason: In order to safeguard residential amenity and pedestrian and traffic safety and ensure compliance with Policy 6.3 of the London Plan (2015) and IM3 and E1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Electric Car Charging Points**

24. Details of the electric vehicle charging points (EVCP) to be provided within the scheme shall be submitted to and approved in writing by the local planning authority prior to the occupation of the relevant part of the development. Electric charging spaces will be provided for 20% of the total number of residential car parking spaces, with a potential provision for an extra 20% of residential car parking spaces. The submitted details shall thereafter be implemented in strict accordance with the approved details, prior to the occupation of the development.

*Reason: To minimise carbon dioxide emissions and to comply with Policy 6.13 of the London Plan (2015) and IM3 and E1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Car Park Management Plan**

25. The relevant part of the development hereby approved shall not be occupied until a car park management plan (including but not limited to details of disabled parking bays and details of car club provision) relating to that part of the development has been submitted to, and approved in writing by, the Local Planning Authority. The car park management plan shall be carried out as approved.

*Reason: To ensure that safe and secure off-street parking is maintained and managed to the satisfaction of the Council and ensure compliance with IM(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Construction Logistic Plan (CLP)**

26. The relevant part of the development shall not be commenced until a detailed Construction Logistics Plan (CLP - to include but not be limited to, details of the excepted number of lorry movements, routes taken and measures to reduce the impact on Woolwich Road and the rest of London's road network) has been submitted to, and approved in writing by, the Local Planning Authority in consultation with Transport for London. The CLP shall in all respects be implemented in accordance with the details approved pursuant to this condition.

*Reason: In order to safeguard residential amenity and pedestrian and traffic safety and ensure compliance with Policy 6.3 of the London Plan (2015) and IM3 and E1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Accessibility**

27. The applicant shall not implement any part of the development hereby permitted until drawings illustrating that a minimum of all dwellings in the development hereby permitted comply with Building Regulation requirement M4(2) 'accessible and adaptable dwellings', have been submitted to and approved in writing by, the Local Planning Authority in consultation with the Council's Housing Occupational Therapist.

*Reason: In order to comply with policy 3.8 of the London Plan (2015) and policy H5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Wheelchair Adaptable Dwellings**

28. 10% of all dwellings in the development hereby permitted shall comply with Building Regulation requirement M4(3)(2)a 'wheelchair adaptable dwellings'. Wheelchair adaptable dwellings are identified in drawing numbers hereby approved in condition 1.

The wheelchair adaptable dwellings shall be marketed as such for a period of eight months. After that period evidence of such marketing shall be submitted to and approved by, the Local Planning Authority in consultation with the Council's Occupational Therapist, prior to first occupation of the dwellings identified above.

*Reason: To accord with policy 3.8 of the London Plan (2015) and policy H5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Wheelchair Accessible Dwellings**

29. 10% of all social rented units in the development hereby permitted shall comply with Building Regulation requirement M4(3)(2)b 'wheelchair user dwellings'. The applicant shall not implement any part of the development hereby permitted until full details of these units have been submitted to and approved in writing by the Local Planning Authority in consultation with the Council's Housing Occupational Therapist. The applicant must fit out the dwellings such as to gain Greenwich Housing Occupational Therapist approval. The applicant must follow the eight stages for fit out and approval of plans as set out in Informative number 2.

*Reason: To accord with policy 3.8 of the London Plan (2015) and policy H5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Non-residential range and size restrictions**

30. Details of the commercial uses, including their use class, hours of operation, times of deliveries and servicing shall be submitted to, and approved by, the Local Planning Authority prior to commencement of such uses and thereafter shall be complied with.

*Reason: In order to provide a mix of sustainable retail uses and to safeguard the amenities of neighbouring properties, particularly residential properties and the area generally and to ensure compliance with policies E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Commercial Use Restrictions**

31. The approved 275m<sup>2</sup> of commercial floor space, as shown on drawing nos. WRC2 P AI 01 (Rev. A) and WRC2 P AI 02 (Rev. A), shall be used only for A1, A2, A3 or A4 purposes and for no other purpose of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any orders revoking, re-enacting or modifying this Order).

*Reason: In granting this permission the Council has regard to special circumstances of the case and wishes to have the opportunity of exercising control over the subsequent use of the premises in the event of the authorised user vacating the premises, and to protect the amenities of neighbouring occupiers and ensure compliance with E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Piling Method Statement – Thames Water**

32. No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

*Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.*

## **Impact studies of the existing water supply infrastructure**

33. Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

*Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.*

## **Flood Evacuation**

34. Prior to the occupation of the development an evacuation plan covering flood evacuation and escape routes, signage within and outside buildings, shall be submitted to and approved in writing by the Local Planning Authority.

*Reason: To minimise risks the risk of flooding to users of the building and comply with Policy 5.12 of the London Plan (2015) and E2 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Demolition Method Statement**

35. Prior to the commencement of any demolition on site a 'Demolition Method Statement' shall be submitted to, and approved in writing by, the Local Planning Authority. The Method Statement should include the following details:

- a) Haulage routes
- b) A demolition or refurbishment asbestos survey
- c) Likely noise levels to be generated from plant
- d) Details of any noise screening measures
- e) Proposals for monitoring noise and procedures to be put in place where agreed noise levels are exceeded
- f) Likely dust levels to be generated and any screening measures to be employed
- g) Proposals for monitoring dust and controlling unacceptable releases such as asbestos
- h) Wheel washing facilities and facilities for discharging the water
- i) Works of demolition shall be carried out during normal working hours, between 08.00 to 1800 hours Monday to Friday, and 8.00 to 13.00 hours on Saturdays, with no noisy work audible at the site boundary being permitted on Sundays or Bank Holidays

The demolition works associated with the development shall be implemented in accordance with these approved details.

*Reason: To safeguard the amenity of neighbouring occupiers and the surrounding area generally in accordance with Policy E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## Construction Method Statement

36. Prior to the construction of the building a 'Construction Method Statement' shall be submitted to, and approved in writing by, the Local Planning Authority. The Method Statement shall include details of the following:

- a) Works of construction shall be carried out during normal working hours, between 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;
- b) Haulage routes;
- c) Likely noise levels to be generated from plant;
- d) Piling method statement, which shall include details in respect of vibration and noise levels to be generated, type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works;
- e) Details of noise screening measures;
- f) Proposals for monitoring noise and procedures to be put in place where agreed noise levels are exceeded;
- g) Likely dust levels to be generated and any screening measures to be employed
- h) Proposals for monitoring dust and controlling unacceptable releases
- i) Wheel washing facilities and facilities for discharging the water

The demolition works associated with the development shall be implemented in accordance with these approved details.

*Reason: To safeguard the amenity of neighbouring occupiers and the surrounding area generally in accordance with Policy E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

### **Details of a protected internal route for the provision of a flue**

37. Prior to the commencement of works on the development hereby permitted, details of a protected internal route for the provision of a flue (if necessary) through the building shall be submitted to and approved in writing by the Local Planning Authority. The approved works shall be completed in accordance with the approved details prior to the

occupation of the development and shall be permanently maintained thereafter.

*Reason: To safeguard the amenity of future occupiers, occupiers of neighbouring occupiers and the surrounding area generally in accordance with Policy E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

### **Scheme of noise insulation measures**

38.No development shall take place until a detailed scheme of noise insulation measures for all divisions (walls and/or floors) separating commercial/residential areas has been submitted to and approved in writing by the Local Planning Authority. The scheme of noise insulation measures shall be prepared by a suitably qualified consultant/engineer and shall demonstrate that the proposed sound insulation will achieve a level of protection which is at least +5dB above the Approved Document E standard (Dwelling houses and flats) for airborne sound insulation and - 5dB for impact sound insulation. The approved scheme shall thereafter be implemented prior to the commencement of the use and be permanently retained thereafter.

*Reason: To safeguard the amenity of future occupiers and ensure compliance with Policy E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

### **Sound Insulation (roof gardens)**

39.Prior to the commencement of construction on the development hereby permitted, details of the proposed sound insulation scheme to be implemented between the residential accommodation and the roof garden shall be submitted to and approved by the Local Planning Authority. Details should include airborne and impact sound insulation. The developer shall certify to the local planning authority that the noise mitigation measures agreed have been installed. The approved scheme is to be completed prior to occupation of the development and shall be permanently maintained thereafter.

*Reason: To safeguard the amenity of future occupiers and ensure compliance with Policy E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Refuse and Recycling Details**

40. Prior to the implementation of the development full details of the refuse storage facilities/bin stores and refuse collection arrangements for the residential accommodation and the commercial units shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and the refuse storage facilities/bin stores and refuse collection arrangements for the residential accommodation and the commercial units shall be completed prior to the occupation of the development.

*Reason: In order that appropriate refuse storage facilities/bin stores and refuse collection arrangements are in place, which will encourage the recycling of waste material and ensure compliance with Policy 5.17 of the London Plan (2015) and Policies H5 and DH1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Secure by Design**

41. The development hereby approved shall comply with the requirements of secure by design and details demonstrating that the development has achieved such accreditation shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development.

*Reason: To ensure that the development provides a safe and secure living environment for all prospective residents and ensure compliance with Policy 7.3 of the London Plan (2015) and Policies H5, DH1 and CH1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Shop front design**

42. Prior to the first occupation of the commercial units full details of the proposed shop front(s) to be installed shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be fully implemented before the units are first occupied.

*Reason: In order that the external appearance of the commercial units is acceptable and does not have a detrimental impact on the character and appearance of the area and ensure compliance with Policy 7.4 of the London Plan (2015) and Policy DH1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Travel Plan**

43.A Travel Plan shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development. Thereafter the Travel Plan shall be implemented in accordance with the approved details.

*Reason: To encourage sustainable modes of travel and ensure compliance with Policy 6.1 of the London Plan (2015) and Policies CH2 and IM(b) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Archaeology**

44.No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

*Reason: In order to safeguard the special architectural or historic interest of the Listed Buildings and in accordance with national policies and guidance contained within Policy DH(m) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Floor to Ceiling Heights**

45.Details of the final finished floor to ceiling height on all of the dwellings shall be submitted to and approved in writing, by the Local Planning Authority prior to the implementation of the relevant part of development, ensuring a minimum of 2.5 metres is provided. The development shall thereafter be carried out in strict accordance with the approved details.

*Reason: In order to comply with policy 3.5 of the London Plan (2015), Standard 5.4.1 of the Mayors Housing SPG and DH1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Scheme of mechanical ventilation**

46. The residential accommodation hereby permitted shall not be occupied until full particulars of a scheme of mechanical ventilation to limit the exposure of future residential occupiers as identified and detailed within report 'London Green Ltd – Valley House, Woolwich Road Charlton Air Quality Assessment by AMEC Foster Wheeler Ltd, dated January 2016' to air pollution at the development are submitted to, and approved in writing by, the Local Planning Authority. The mitigation shall include mechanical ventilation to all residential units on the Woolwich Road façade of the development (blocks A & B) and treatment to protect the amenity areas on these facades. The inlet to the ventilation shall be at the top and to the rear of the affected units. Other necessary mitigation measures shall include an air pollution information pack for each residential unit detailing the operation and necessity of the installed mechanical ventilation.

*Reason: To safeguard the amenity of future occupiers in accordance with policy E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Details of all proposed domestic boilers**

47. Prior to the commencement of the use the applicant shall provide in writing for the approval of the Local Planning Authority details of all proposed domestic boilers demonstrating that the rated emissions of Oxides of Nitrogen (NO<sub>x</sub>) do not exceed 'air quality neutral' standards of no more than 40 mg/kWh NO<sub>x</sub>, as per London Plan policy 7.14 'Improving air quality' or better.

*Reason: To safeguard the amenity of future occupiers, neighbouring occupiers and area in general, in accordance with policy E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## **Noise Assessment**

48. Prior to commencement of works on the development hereby permitted, a survey measuring the noise levels in the vicinity of the rear of the development (including night time noise) shall be submitted to and approved in writing, by the Local Planning Authority. Details should include mitigation measures such as siting, orientation, noise barriers and other such measures where appropriate. In assessing noise the Local planning Authority shall have regard to BS 4142:2014, draft Professional Practice Guidance Notes on Planning & Noise issued by The Chartered

Institute of Environmental Health; the Association of noise Consultants & the Institute of Acoustics and the Planning Policy Practice Guidance on Noise

<http://planningguidance.planningportal.gov.uk/blog/guidance/noise/noise-guidance/>. Noise mitigation measures should produce internal noise levels specified in table 4 section 7.7.2 of BS8233:2014. The mechanical ventilation system shall meet or exceed the specifications set out in clause 6, schedule 1 of the Noise Insulation Regulations 1975 with regard to acoustic performance and airflow rates. Alternative schemes that meet the above noise and ventilation standards can be considered. The approved scheme shall be completed prior to the occupation of the development and shall be permanently maintained thereafter. The developer shall certify by submitted evidence to and approved in writing, by the Local Planning Authority that the noise mitigation measures agreed have been installed.

*Reason: To safeguard the amenity of future occupiers in accordance with policy E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

### **Odour from Fixed plant & Equipment**

49. Prior to the commencement of works on the development hereby permitted, full details of any mechanical ventilation or other plant shall be submitted to and approved in writing, by the Local Planning Authority. Details should include full specifications of all filtration, deodorising systems, noise output and termination points. Particular consideration should be given to the high level discharge of kitchen extract air/ the discharge of toxic or odoriferous extract air where a high level of discharge is usually essential. The approved scheme shall be completed prior to occupation of the development and shall be permanently maintained thereafter. Reference shall be had to Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems published by DEFRA ([https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69280/pb10527-kitchen-exhaust-0105.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69280/pb10527-kitchen-exhaust-0105.pdf)).

*Reason: In order to safeguard the amenities of neighbouring properties and the area generally, to prevent 'ambient noise creep' and to ensure compliance with Policy 7.15 of the London Plan (2015) and E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

## Noise from Fixed plant & Equipment

50. Prior to the commencement of works on the development hereby permitted, an acoustic report shall be submitted to and approved in writing, by the Local Planning Authority. The noise from any plant or equipment such as air handling units, boilers, lifts, mechanical ventilation, electrical substation etc. which forms part of the development shall not cause the existing background noise level to increase when measured at one metre from the façade of the nearest noise sensitive premises and at residential units within the same buildings. In order to achieve this, the plant shall be designed/selected, or the noise from the plant should be attenuated, so that it is 10dB below the existing background level ( $L_{A90,15min}$ ). Where the noise affects residential units within the same building, internal noise levels shall not exceed those specified in table 4 section 7.7.2 of BS8233:2014. The approved scheme shall be implemented prior to occupation of the development and shall be permanently maintained thereafter. The developer shall certify to the local planning authority that the noise mitigation measures agreed have been installed. Reference shall be had to BS 4142:2014 in making the noise assessment. Any assessment shall include the possible impacts due to potential problems with low frequency noise.

*Reason: To protect the living conditions of future occupiers of the development hereby permitted from excessive road noise in accordance with Policies DHI and E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

### 3.3 Informative(s) for Application 16/0132/F

01. The applicant is reminded that compliance with Building Regulation requirement M4(2) 'accessible and adaptable dwellings' as required by Condition 28 and 29 will need to be stated on the Building Regulations application to Building Control and that compliance will be confirmed by Building Control at completion of the development.

02. All wheelchair accessible dwellings must be constructed in accordance with the following eight stages of fit out:

**STAGE 1** Contact to view 1:50 plans with essential furnishings shown at the planning application stage, preferably a few weeks before submission date so as to allow for comments to be acted upon and any alterations reviewed.

**STAGE 2** Final 1:50 plans agreed.

**STAGE 3** 1:20 plans with elevations for WC, Shower Room, Bathroom and Kitchen submitted to Housing OT's for layout approval.

**STAGE 4** Final 1:20 plans agreed. If kitchen plans produced by a specialist firm (after this stage) these must be approved by Housing OT before installation.

**STAGE 5** Site visit at first fix and subsequently at appropriate times to ensure minimal disruption if alterations are required. An example would be when plumbing and electrics are in place but wall finishes not completed. RSL Development Manager and Employers Agent or Consultant shall be present when Housing OT visits site.

**STAGE 6** Site visit prior to handover to Registered Social Landlord "OT snagging". RSL Development Manager and consultant shall be present.

**STAGE 7** Nomination of potential tenants at a maximum of six weeks before viewing.

**STAGE 8** Tenant viewing must be accompanied by Housing Occupational Therapists so that customising details can be agreed such as shower seat and rail positions and kitchen worktop height. These are to be completed prior to the tenant moving in.

03. Thames Water has advised that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.
04. Thames Water advise you to incorporate into the proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.
05. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that you should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is

proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where it is proposed to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. This is to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

06. Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes Thames Water recommend you contact them to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit their website at [www.thameswater.co.uk](http://www.thameswater.co.uk).
07. You are advised with regards to condition 32 to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.
08. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality).
09. You are advised with regards to condition 33 to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the Impact studies of the existing water supply infrastructure.
10. The Environment Agency recommend that finished floor levels are raised to a minimum of 300mm above the 1 in 200 year breach level plus climate change for proposals in such locations, in line with Royal Greenwich's Strategy Flood Risk Assessment (SFRA).

11. You are advised, as recommended in the FRA that future occupants register with the Environment Agency's 'Flood Line' (Tel: 0345 988 1188).

3.4 The application drawings and supporting documents recommended for approval are set out below:

WRC2 P A0 01, WRC2 P A1 00, 01 (Rev. A), 02 (Rev. A), 03 (Rev. A), 04 (Rev. A), 05, 06, 07, 08, 09, WRC2 P A1 LH 01, WRC2 P A1 WU 01, 02, WRC2 P E 01, 02, 03, WRC2 P DP 01, WRC2 P A2 01, 02, 03, 04 (Rev. A), WRC2 PP CGI 01, 02, 03, WRC2 PP BI 01, 02, 03, 04, 05, 06, Air Quality Assessment, Noise Impact Assessment, Statement of Community Involvement, Statement of Community Involvement Addendum (February 2016), Landscape Proposals, Flood Risk Assessment, Energy Statement, Sustainability Statement and Design & Access Statement.

#### 4. Site and Surroundings

- 4.1 The application site is located on land to the north of Woolwich Road, boundary by Gallions Road to the West (with west Sainsbury's, Marks and Spencer's and Greenwich Shopping Park further to west) and the Makro Cash and Carry, located to the north of the application site.
- 4.2 The site currently comprises of one parcel of land with a vacant, rectangular 3-storey office building, which is forward facing onto Woolwich Road, with a vehicular entrance / exit onto Gallions Road.
- 4.3 The application site benefits from deemed consent, to be converted into 16 residential units (see section 5.2 of this report for full details).
- 4.4 In terms of the surrounding area, to the south of the site (on the opposite side of Woolwich Road) are 2-storey terrace houses set behind a 1.8 metre high brick wall. Further to the southeast of the site is a part 2, part 3-storey residential block of flats with a pitch roof and gable ends. Immediately to the southwest of the site (Still along Woolwich Road) is a BP petrol filling station.
- 4.5 As noted in section 4.1, to the west of the site is the Sainsbury's and Marks and Spencer's development, which has now been completed since the previous application (Ref: 14/3258/F) refused in September 2015 (details of refusal in section 5.3 of this report). Between the application site and the buildings that contain these stores is a large car park (for 695 vehicles). This

site also includes other smaller commercial units, including a Costa's Coffee to the south of the site, towards Woolwich Road.

- 4.6 The entrance for customers to the Makro Cash and Carry (located to the north) is via Gallions Road and exit is via Anchor and Hope Lane.
- 4.7 At the signal controlled junction of Woolwich Road, Anchor and Hope Lane and Charlton Church Lane towards the southeast of the site is an attractive 3-storey hotel (The Antigallican). Anchor and Hope Lane is a busy main road and just across from this road, on the opposite side of the road is a large industrial estate called Charlton Gate Business Park, the access point being on Anchor and Hope Lane. The park consists of large units such as Self Storage and Selco Builders Warehouse.
- 4.8 In terms of the highways network, Woolwich Road is located immediately to the south of the site, and is a main A-route linking Woolwich Town Centre with Greenwich Town Centre, whilst also providing access onto the A102 Blackwall Tunnel Northern Approach. Bugsbys Way is located further to the north of the application site and is a dual carriageway which links Anchor and Hope Lane to the east with Peartree Way and Blackwall Lane to the west. It provides access to the various industrial and retail estates. The junction of Woolwich Road and Gallions Road (to the southwest of the site) operates as a left in (from Woolwich Road), left out (from Gallions Road) arrangement.
- 4.9 The Public Transport Accessibility Level (PTAL) is a rating of 5 (on a scale of 1-6a, where 6 is excellent), with Charlton Rail Station being located approximately 300 metres from the site and provides regular services between Central London and Kent.
- 4.10 The application site does not form a part of a Conservation Area and is allocated within the Core Strategy and Proposals Map as a Strategic Development Location.

## 5. Relevant Planning History

- 5.1 In terms of planning history, the existing office block was constructed in the 1960s or 1970s and was in B1 office use until 2011. There is no relevant planning history relating to the B1 use of the site.
- 5.2 An application (Ref: 14/1116/PN2) under Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 was considered deemed consent for change of use from B1(a) Offices to I6

residential units. No objections were raised to this and as a result this proposal for a change of use from BI(a) (office) to C3 (residential) could be implemented at any time.

- 5.3 On the 30<sup>th</sup> September 2015, Planning Permission was refused for the demolition of existing building and construction of buildings up to 9-storeys in height to provide 74 new residential dwellings and one ground floor flexible Use Class A1/A2/A3 or A4 unit with associated car and cycle parking at basement level, access, landscaping and amenity space (Ref: 14/3258/F). The reason for refusal stated the following:

*“The proposed development due to its height, massing and density would constitute an over-development of the site to the detriment of the character and appearance of the area contrary policies 7.4 and 7.6 of the London Plan (2015) and policy DH1 of the Royal Greenwich Local Plan – Core Strategy with Detailed Policies (2014).”*

## 6. Proposals

- 6.1 The current application seeks planning permission for the following:

*“demolition the existing building and construction of buildings up to 7-storeys in height to provide 73 new residential dwellings and one ground floor flexible use Class A1/A2/A3 or A4 unit with associated car and cycle parking at basement level, access, landscaping and amenity space (Ref: 16/0132/F).”*

### 6.2 **Proposed Uses**

- 6.2.1 **Proposed residential provision** – The current proposal seeks the provision of 73 units. These residential units will be a mix of market and affordable units.

- 6.2.2 The following table shows the mix, which includes a total of 8 duplex units:

<b>Unit type / size</b>	<b>Number of units (%)</b>
1-bed	25 (34%)
2-bed	37 (51%)
3-bed	11 (15%)
<b>Total</b>	<b>73 (100%)</b>

- 6.2.3 Of these 73 units, it is proposed to provide 11 (15%) affordable housing units. The following table shows the proposed tenure mix:

Unit type / size	Social Rented	Intermediate	Total
1-bed	3	1	4
2-bed	1	2	3
3-bed	3	1	4
<b>Total (%)</b>	<b>7 (64%)</b>	<b>4 (36%)</b>	<b>11 (100%)</b>

6.2.4 The proposed affordable units will be ‘pepper potted’ through the development ensuring that the development and units are tenure blind.

6.3 **Proposed non-residential uses** – It is proposed to provide ground floor and basement commercial space to the building. This would provide a total of 275m<sup>2</sup> of flexible floor space for use Classes A1/A2/A3 or A4.

#### 6.4 Site Layout and Scale

6.4.1 **Site Layout** – A total of three blocks are proposed, each block will have a centrally located stairwell and a lift core. These are located along the southern and western parts of the site, wrapping around the north-eastern corner of the Woolwich Road and Gallions Road junction.

6.4.2 The main entrances to the apartment blocks and to the flexible commercial space, will be at ground floor located off of either Woolwich Road or Gallions Road.

6.4.3 Access to the basement level is possible by vehicles from the west of the site, from Gallions Road.

6.4.4 At ground floor to the rear is a landscaped garden with a playground area.

6.4.5 **Scale** – The building at the eastern end of the site, along Woolwich Road is proposed to be 6-storeys in height with the top floor set back at the southern and eastern elevation.

6.4.6 The building as it goes along Woolwich Road, towards the junction of Gallions Road, steps up to the maximum height of the development, which is 7-storey. This 7-storey element continues around into Gallions Road and to the north of the site. Again the top floor is set back, on the eastern, southern and western elevations.

## 6.5 Design

6.5.1 The building is proposed to be constructed with the following materials (identified in the Design & Access Statement and drawing no. WRC2 P A2 01):

- Grey variegated bricks;
- Green Istock Brick – Copper Glazed
- Grey powder-coated composite window
- Metal powder-coated balcony / railings with glass panels
- Illuminated decorative brick
- Glass fins and zinc cladding
- Planar glazing with stone architraves
- Decorative brick.

## 6.6 Residents Amenity Space

6.6.1 Each residential is proposed to be provided with either a balcony or terrace area.

6.6.2 It is also proposed to provide the development and residents with an area of communal space, to the north and north-eastern area of the site. This area will provide residents with a landscaped garden with playground (550m<sup>2</sup>).

## 6.7 Transport

6.7.1 **Car and Cycle Parking** – The proposed development seeks to provide a basement area, which provides parking and cycle storage.

6.7.2 In total it is proposed to provide 34 car parking spaces, which includes 9 wheelchair sized spaces. Of the 9 wheelchair sized spaces, 2 of these would be allocated to the commercial space.

6.7.3 Cycle storage as well as being available at basement level, it is also proposed to provide cycle storage at ground floor level.

6.7.4 The application also seeks to provide 2 motorbike spaces.

6.7.5 **Access** – The application proposes level access to the building.

6.7.6 Vehicle access to the lower level car parking area would be from Gallions Road (west of the site).

6.7.7 The three separate blocks can be accessed on foot via the lower ground floor car park (lift or stairs), Woolwich Road and Gallions Road.

## 6.8 Sustainability and Climate Change

6.8.1 The applicant has noted in their Sustainability Statement (October 2014) that the development aims to:

- Meet Code for Sustainable Homes 'Level 4' for energy and water elements
- Meet London Plan requirements
- Meeting Policy 5.2 of the London Plan to achieve the minimum 35% improvement in regulated energy consumption.
- Follow the three step London Plan energy hierarchy, 'Be Lean, Be Clean, Be Green'.
- Reduce CO<sub>2</sub> emissions by incorporating a range of energy efficiency measures.

6.8.2 The overall carbon dioxide savings are proposed to be 36% when compared to Building Regulations 2013 Compliant Development for regulated emissions.

6.8.3 It is also proposed to provide green and brown roofs to the building and photovoltaic panels.

6.8.4 Through revisions to the scheme, the applicant also proposes to the eastern elevation of Block B a green wall.

## 7. Consultation

7.2 The application since being submitted in January 2016 has been the subject of extensive public consultation, comprising of a press notice, site notice and one hundred and seventeen (117) individual letters, sent to individual occupiers and businesses in the vicinity of the development. This also included consultation with statutory bodies and local amenity groups.

7.3 Responses to this consultation process are set out in the following sections:

7.4 Statutory Consultees

### 7.4.1 **Crime Prevention Officer**

Comments dated 24.2.2016 – The officer has reviewed the documents on the Council's website and the Design and Access Statement. The officer would

just like to add to their page 52 and points on Secured by Design (SBD). The officer has not had an in depth meeting (couple of emails and standards were not discussed, the officer only pointed them in the direction of the SBD website and to refer to the guide.

But saying that with continued consultation and the correct tested accredited and third party certificated products there is no reason why this development should not be able to achieve SBD certification.

As AD Q now covers the physical security, though not as stringent as Secured by Design standards, the officer would still seek for a SBD condition that covers everything that Q does not (for example design and layout, access, lighting, cycle security). As SBD accreditation cannot be awarded unless Physical security is also fulfilled to conform to SBD, all the officer can ask is that the above conforms to the principles and measures of secured by design and that if the applicant wishes to apply for SBD award this can then be done.

*A relevant condition will be imposed on any grant of consent.*

#### **7.4.2 Transport for London (TfL)**

Comments dated 8.3.2016 – This proposal is located on the Woolwich Road A206 which forms part of the Strategic Road Network (SRN). TfL is not the highway authority for the SRN, but they are concerned about any proposal which may affect the safety or performance of this road.

TfL provided comments in the first submission, dated 17<sup>th</sup> December 2014, highlighting the shortfall of cycle parking spaces and veracious supportive plans. It is confirmed that TfL is satisfied with the cycle parking provisions which meets the requirements of the London Plan (2015). Changing facilities should be provided for staff of the retail activity, which should be secured by condition.

*A condition regarding cycle storage (residents and commercial users) will be imposed on any grant of consent. This will require (but not be limited to) full details of changing facilities for staff the commercial use.*

It is noted that 34 on site car parks (spaces) are proposed (including 9 disabled parks). TfL welcomes blue badge holder parking being made available for both the residential units and retail activity on site. TfL also welcomes the proposed condition in the Transport Assessment outlining that residents would be exempt from parking permits. This should be secured as part of a

SI06 Agreement. It is noted that electric vehicle charge points will be in accordance with London Plan (2015) standards.

*Restricting parking permits will be secured through any legal agreement.*

*Electric vehicle charge points shall be secured through imposing a condition on any grant of planning permission.*

TfL would also expect a Delivery and Service Plan and Construction Logistics Plan to be secured as part of the SI06 Agreement.

*It is considered appropriate to secure a Delivery and Service Plan and Construction Logistics Plan (CLP) through conditions imposed on any grant of consent.*

#### **7.4.3 Historic England**

Comments dated 23.2.2016 – The officer did not consider that it was necessary to consult Historic England on this application.

#### **7.4.4 Sport England**

Comments dated 17.2.2016 – The proposed development is not considered to fall either within their statutory remit (Statutory instrument 2015/595), or non-statutory remit (National Planning Policy Guidance Par. 003 Ref: ID: 37-003-20140306) upon which they would wish to comment. Therefore Sport England Has not provided a detailed response.

#### **7.4.5 Thames Water**

Comments dated 22.3.2016 - Waste Comments - Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

Thames Water requests that the Applicant should incorporate within their proposal, protection to the property by installing for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions.

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are

attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit our website at [www.thameswater.co.uk](http://www.thameswater.co.uk)

Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

Thames Water would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: “A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water’s Risk Management Team by telephoning 02035779483 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality).”

Water Comments - The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames Water therefore recommend the following condition be imposed: Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point. Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.

*Relevant conditions and informatives will be imposed on any grant of consent to secure the above comments.*

#### **7.4.6 Environment Agency**

Comments dated 22.3.2016 – The Environment Agency has no objections to the proposal as submitted subject to planning conditions being imposed on any permission granted.

The key issues for the Environment Agency at this site relate to:

- Flood risk management; and
- Groundwater protection and contaminated land.

The Environment Agency set out their recommended planning conditions below relating to groundwater protection, and then their advice with respect to flood risk management.

**Condition 1** - Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the local planning authority), 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:

5. A preliminary risk assessment which has identified:
  - all previous uses;
  - potential contaminants associated with those uses;
  - a conceptual model of the site indicating sources, pathways and receptors;
  - potentially unacceptable risks arising from contamination at the site.
6. 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.
7. 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.
8. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

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

**Reason 1** To protect underlying groundwater. The site lies over a principal aquifer and the application form submitted indicates that the land is known to be contaminated.

**Condition 2** - No occupation of each phase of development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved, in writing, by the local planning authority.

**Reason 2** To protect underlying groundwater. The site lies over a principal aquifer and the application form submitted indicates that the land is known to be contaminated.

**Condition 3** - Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

**Reason 3** To ensure piling works are carried out with due regard to protection of groundwater. The site lies over a principal aquifer and the application form submitted indicates that the land is known to be contaminated.

*The above conditions will be imposed on any grant of consent*

**Flood risk management** – The Environment Agency have reviewed the proposal including the flood risk assessment (FRA) by Water Environment Ltd, dated January 2016, and have no objections on this basis. They would like to highlight the following.

The site is situated within Flood Zone 3, high risk zone. It benefits from the protection of the Thames Tidal Defences but remains at residual risk of a breach in the flood defence at this location. Residential use is classified as more vulnerable in terms of flood risk according to the National Planning Policy Framework (NPPF), and commercial use as less vulnerable.

They recommend finished floor levels being raised to a minimum of 300mm above the 1 in 200 year breach level plus climate change for proposals in such locations, in line with Royal Greenwich's Strategic Flood Risk Assessment (SFRA).

They are pleased to note that the proposal is for all bedrooms to be above the ground floor level and at least 600mm above the breach level. They are opposed to placing sleeping accommodation ground floor in areas of flood risk as it poses an increased flood risk to residents. In the event of a breach in the defences the site would be inundated to a high level as informed by the FRA. The Environment Agency would prefer only less vulnerable commercial uses for the ground floor with residential placed above.

They welcome the proposed use of the basement for cycle and car parking and plant use. They recommend that the basement level should have an access ramp designed to be higher than the 1 in 200 year breach level to protect the basement from tidal flooding.

They recommend that flood resilience and resistance is designed into the basement and ground floor level, for example, by flood-proof construction and raising wall sockets.

Information on flood resilience can be found on the following link [http://www.planningportal.gov.uk/uploads/br/flood\\_performance.pdf](http://www.planningportal.gov.uk/uploads/br/flood_performance.pdf) .

They are pleased to note that safe refuge to a higher level can be provided for ground floor users. They strongly recommend that the applicant prepares a flood evacuation plan for approval by your authority's emergency planning department.

They strongly support the recommendation in the FRA that future occupants register with the Environment Agency's 'Flood Line'. Please note the new number is 0345 988 1188.

*With regards to the Environment Agency's comments on Flood Risk Management, relevant informatives and conditions will be imposed on any grant of planning permission.*

7.4.2 The following Statutory Consultees were consulted on this application, but no comments had been received at the time of writing this report:

**London Fire Emergency and Planning Authority (LFEPA);  
Scotia Gas;  
EDF; and  
NHS.**

7.5 Council Departments:

7.5.1 **Waste Services**

Comments dated 18.3.2016 – The officer is not satisfied with the plans for waste storage as there should be enough storage space to store 19 x 1100 litre euro bins for 73 x residential units. The officer can only see 6 x bins on the plans submitted.

There should also be a separate bin storage area for the commercial unit.

*The applicant has revised their plans and has shown appropriate storage. A condition regarding refuse storage and collection will be imposed on any grant of consent.*

## 7.5.2 **Environmental Health** –

**S106 contribution.** - The site is such that it falls within the size which will require a S106 contribution as set out in the supplementary planning obligations guidance document. The amount required is set at £100 per dwelling. As there are 73 new dwellings proposed, the contribution should be £7,300. The site is heavily impacted by both air pollution and noise. Levels of air pollution on the Woolwich Rd façade are above the levels set in the EU Air Quality Directive & Air Quality Regulations. The Council is obliged to review and assess air quality and to take steps to reduce levels to below those set in the Regulations. The development both exposes more people to high levels of air pollution. In addition there is more parking at the development than is currently on site and the number of units would suggest that there will be more vehicles associated with the site than with the current land use.

The S106 contribution would be to help fund the operation of the Council's network of air quality monitoring stations. Information from the Council's network was used in the applicant's air quality assessment including the site showing the highest levels of air pollution in the borough. The funding will pay for operation of one station for slightly less than one year (full year operating cost £9,938).

*The above will be secured through any S106 Agreement.*

Noise - The noise document appears to be the same as that submitted for application 14/3258/F since 2014 submission a new noise assessment tool has become available. The officer based their comments on this new tool draft Professional Practice Guidance Notes on Planning & Noise issued by The Chartered Institute of Environmental Health; the Association of noise Consultants & the Institute of Acoustics. This guidance takes into account the National Planning Policy Framework, the Planning Practice Guidance Notes and the relevant British Standards.

The above guidance has a three stage assessment for transport noise (the dominant noise source on this site). The initial stage looks at the noise impacting the site. There are three levels:

- 0 Negligible: No adverse effects
- 1 Low: Adverse effects
- 2 Medium: Significant adverse effects
- 3 High: Unacceptable adverse effects

The 2014 report identifies noise levels at the front façade as 60dB (daytime) & 57 dB night time. This indicates that the development falls into the noise risk category and as such development is 'likely to be refused unless a good acoustic design process is followed..' In addition the acoustic report did not cover noise impacts to the rear of the premises. The noise condition recommended on the previous application (14/3258/F) is probably still appropriate with a small amendment to include the Guidance Notes referred to above. The condition is the same save that addition in red

**Noise** - The application was accompanied by a noise report from KP Acoustics dated September 2014. The noise assessment covered road traffic noise from Woolwich Road. It did not cover possible noise from the operation of commercial premises to the rear of the proposed development site.

Prior to commencement of works on the development hereby permitted, a survey measuring the noise levels in the vicinity of the rear of the development (including night time noise) shall be submitted to and approved by the Local Planning Authority. Details should include mitigation measures such as siting, orientation, noise barriers and other such measures where appropriate. In assessing noise the Local planning Authority shall have regard to BS 4142:2014, draft Professional Practice Guidance Notes on Planning & Noise issued by The Chartered Institute of Environmental Health; the Association of noise Consultants & the Institute of Acoustics and the Planning Policy Practice Guidance on Noise

<http://planningguidance.planningportal.gov.uk/blog/guidance/noise/noise-guidance/>

Noise mitigation measures should produce internal noise levels specified in table 4 section 7.7.2 of BS8233:2014. The mechanical ventilation system shall meet or exceed the specifications set out in clause 6, schedule 1 of the Noise Insulation Regulations 1975 with regard to acoustic performance and airflow rates. Alternative schemes that meet the above noise and ventilation standards can be considered. The approved scheme is to be completed prior to the occupation of the development and shall be permanently maintained thereafter. The developer shall certify to the local planning authority that the noise mitigation measures agreed have been installed.

Contaminated Land - Application I4/3258/F came with a generally satisfactory contaminated land assessment. There doesn't seem to be an assessment associated with the 2016 application. Hence a full contamination condition will be required. The officer would be prepared to accept a resubmission of the 2014 assessment. In the meantime the officer recommends:

**Contaminated land** - This site may have been subjected to use in the past which may have included contaminative activities. Before construction site begins the developer shall undertake:

1. A preliminary risk assessment  
Should the preliminary risk assessment identify the need for further investigation;
2. A site investigation scheme to provide a detailed assessment of the risk to all receptors, including off site receptors.
3. A remediation proposals based in the results of the site investigation and risk assessment in 2. above giving full details of remediation required.  
The preliminary risk assessment, site investigation and remediation proposals shall be agreed with the local planning authority. On completion of the remediation but before the site is first occupied the developer shall
4. Provide a verification report to demonstrate the completion of the works set out in the agreed remediation proposals in 3. above.

Reference shall be had to Environment Agency Guide CLR I I Model procedures for the management of land contamination available at <https://www.gov.uk/government/publications/managing-land-contamination>.

**Commercial/residential sound insulation** - No development shall take place until a detailed scheme of noise insulation measures for all divisions (walls and/or floors) separating commercial/residential areas has been submitted to and been approved in writing by the Local Planning Authority. The scheme of noise insulation measures shall be prepared by a suitably qualified consultant/engineer and shall demonstrate that the proposed sound insulation will achieve a level of protection which is at least +5dB above the Approved Document E standard (Dwelling houses and flats) for airborne sound insulation and -5dB for impact sound insulation. The approved scheme shall be implemented prior to the commencement of the use and be permanently retained thereafter.

**Odour from Fixed plant & Equipment** - The development includes proposals for an A3 land use on the ground floor. Prior to the commencement of works on the development hereby permitted, full details of any mechanical ventilation or other plant shall be submitted to and

approved by the Local Planning Authority. Details should include full specifications of all filtration, deodorising systems, noise output and termination points. Particular consideration should be given to the high level discharge of kitchen extract air/ the discharge of toxic or odoriferous extract air where a high level of discharge is usually essential. The approved scheme shall be completed prior to occupation of the development and shall be permanently maintained thereafter. Reference shall be had to Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems published by DEFRA

([https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69280/pb10527-kitchen-exhaust-0105.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69280/pb10527-kitchen-exhaust-0105.pdf))

**Noise from fixed plant & equipment** - Prior to the commencement of works on the development hereby permitted, an acoustic report shall be submitted to and approved by the Local Planning Authority. The noise from any plant or equipment such as air handling units, boilers, lifts, mechanical ventilation, electrical substation etc. which forms part of the development shall not cause the existing background noise level to increase when measured at one metre from the façade of the nearest noise sensitive premises and at residential units within the same buildings. In order to achieve this, the plant shall be designed/selected, or the noise from the plant should be attenuated, so that it is 10dB below the existing background level ( $L_{A90, 15min}$ ). Where the noise affects residential units within the same building, internal noise levels shall not exceed those specified in table 4 section 7.7.2 of BS8233:2014. The approved scheme shall be implemented prior to occupation of the development and shall be permanently maintained thereafter. The developer shall certify to the local planning authority that the noise mitigation measures agreed have been installed. Reference shall be had to BS 4142:2014 in making the noise assessment. Any assessment shall include the possible impacts due to potential problems with low frequency noise.

**Sound Insulation (roof gardens)** - Prior to the commencement of construction on the development hereby permitted, details of the proposed sound insulation scheme to be implemented between the residential accommodation and the roof garden shall be submitted to and approved by the Local Planning Authority. Details should include airborne and impact sound insulation. The developer shall certify to the local planning authority that the noise mitigation measures agreed have been installed. The approved scheme is to be completed prior to occupation of the development and shall be permanently maintained thereafter.

**Demolition impacts** - Prior to the commencement of any demolition on site a 'Demolition Method Statement' shall be submitted to, and approved by, the Local Planning Authority. The Method Statement should include details of the following -

- Haulage routes
- A demolition or refurbishment asbestos survey
- Likely noise levels to be generated from plant
- Details of any noise screening measures
- Proposals for monitoring noise and procedures to be put in place where agreed noise levels are exceeded
- Where works are likely to lead to vibration impacts on surrounding residential properties, proposals for monitoring vibration and procedures to be put in place if agreed vibration levels are exceeded. Note: it is expected that vibration over 1mm/s measured as a peak particle velocity would constitute unreasonable vibration
- Likely dust levels to be generated and any screening measures to be employed
- Proposals for monitoring dust and controlling unacceptable releases such as asbestos
- Wheel washing facilities and facilities for discharging the water

Reference shall be made to:

- The Councils' Construction Site Noise Code of Practice  
[http://www.royalgreenwich.gov.uk/downloads/417/pollution\\_control\\_-\\_construction\\_information\\_and\\_advice](http://www.royalgreenwich.gov.uk/downloads/417/pollution_control_-_construction_information_and_advice)
- The Mayor of London's 'The control of dust and emissions from construction and demolition' Best Practice Guidance  
[http://www.london.gov.uk/thelondonplan/guides/bpg/bpg\\_04.jsp](http://www.london.gov.uk/thelondonplan/guides/bpg/bpg_04.jsp) and
- BRE four part Pollution Control Guides 'Controlling particles and noise pollution from construction sites'.

**Construction Method Statement** - A construction method statement shall be submitted to and approved in writing by, the Local Planning Authority. The method statement shall include details of the following:-

- Works of demolition and construction shall be carried out during normal working hours, i.e. 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.
- Haulage routes
- Likely noise levels to be generated from plant
- Details of any noise screening measures

- Proposals for monitoring noise and procedures to be put in place where agreed noise levels are exceeded
- Where works are likely to lead to vibration impacts on surrounding residential properties, proposals for monitoring vibration and procedures to be put in place if agreed vibration levels are exceeded. Note: it is expected that vibration over 1mm/s measured as a peak particle velocity would constitute unreasonable vibration.
- Likely dust levels to be generated and any screening measures to be employed
- Proposals for monitoring dust and controlling unacceptable releases
- Wheel washing facilities and facilities for discharging the water

Reference shall be made to:

- The Councils' Construction Site Noise Code of Practice  
[http://www.royalgreenwich.gov.uk/downloads/417/pollution\\_control\\_-\\_construction\\_information\\_and\\_advice](http://www.royalgreenwich.gov.uk/downloads/417/pollution_control_-_construction_information_and_advice)
- The Mayor of London's 'The control of dust and emissions from construction and demolition' Best Practice Guidance  
[http://www.london.gov.uk/thelondonplan/guides/bpg/bpg\\_04.jsp](http://www.london.gov.uk/thelondonplan/guides/bpg/bpg_04.jsp) and

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

### **Air quality:**

**Condition 1:** The residential accommodation hereby permitted shall not be occupied until full particulars of a scheme of mechanical ventilation to limit the exposure of future residential occupiers as identified and detailed within report 'London Green Ltd – Valley House, Woolwich Road Charlton Air Quality Assessment by AMEC Foster Wheeler Ltd, dated January 2016' to air pollution at the development are submitted to, and approved in writing by, the Local Planning Authority. The mitigation shall include mechanical ventilation to all residential units on the Woolwich Road façade of the development (blocks A & B) and treatment to protect the amenity areas on these facades. The inlet to the ventilation shall be at the top and to the rear of the affected units. Other necessary mitigation measures shall include an air pollution information pack for each residential unit detailing the operation and necessity of the installed mechanical ventilation.

**Condition 2:** Prior to the commencement of the use the applicant shall provide in writing for the approval of the Local Planning Authority details of all proposed domestic boilers demonstrating that the rated emissions of Oxides of Nitrogen (NO<sub>x</sub>) do not exceed 'air quality neutral' standards of no

more than 40 mg/kWh NO<sub>x</sub>, as per London Plan policy 7.14 'Improving air quality' or better.

*The above suggested conditions will be imposed upon any grant of consent.*

#### 7.5.4 **Occupational Therapists**

Comments dated 2.3.2016 – The officer has reviewed this revised application for a new development at the Valley House site with reference to accessibility and Part M4(2) and M4(3) of the Building Regulations, which have superseded Lifetime Homes standards and the Greenwich Wheelchair Brief respectively, since the officer last looked at this application.

The officer would like to make sure that the need for 90% of the units to comply with Part M4(2) and 10% of the units to comply with M4(3) is conditioned, and included within the Section 106, and that detailed plans for all of the units, not just 'typical layouts', are submitted to the officer at the relevant time in order to discharge these conditions. It has not been confirmed what the mix of social / affordable and private / intermediate units will be, but there should be 7 x accessible / adaptable units in total to achieve 10%.

*To secure the above, conditions regarding accessibility, wheelchair adaptable dwellings and wheelchair accessible dwellings will be imposed on any grant of consent (please refer to section 3.2 of this report for the full wording).*

7.5.5 The following Council Departments were consulted on this application, but no comments had been received at the time of writing this report:

**Public Health;**  
**DoSS Elderly / Adults;** and  
**Community Safety.**

7.6 **Local Amenity Societies** – The following local amenity societies were consulted on application reference 16/0132/F:

7.6.1 **Greenwich Society** – No comments were received at the time of writing this report.

#### 7.6.2 **Greenwich Conservation Group**

Comments dated 3.3.2016 – note the changes made to previous application 14/3258/F aimed at overcoming the reasons for refusal by the Planning Board at its meeting held on 17.9.2015; welcome the omission of the previous tall

element on the Woolwich Road frontage but consider that the resulting lower level block-like massing might present a bulk appearance; this might perhaps be alleviated by further variations in wall profiling and materials finishes; note the minimal reduction in density in terms of units per hectare but welcome the increase in the number of units capable of accommodating facilities which, at 15% of the total, is a significant uplift on the 10% provision in the refused application.

*It is considered that the design, scale and bulk of the current application is acceptable and overcomes the previous reason for refusal. The applicant's submission, including Computer Generated Images (CGI's) provides evidence of the proposals suitability on Woolwich Road.*

*A condition will be imposed on any grant of consent, securing that details including samples of facing materials are submitted for approval at a later date.*

### **7.6.3 Charlton Society**

Comments dated 9.3.2016 – The Charlton Society still regards the proposed building as too high, even after the removal of the floors that created the unacceptable tower. However, all things considered, they are prepared to accept the design in its proposed new form. Unfortunately, it looks at least as bulky as it did before (probably as a result of the tower floors having been superimposed on the northern wing of the building) and they therefore call for a condition to be imposed that calls for a review of exterior finishes and their impact on the appearance of the building. They believe colour and texture could be exploited to help to reduce the bulkiness, as well as to ensure that the building – a fundamentally alien entity in the current setting – harmonises as much as possible with the locally.

*It is considered that the details submitted by the applicant, including the CGI's show that the materials proposed are appropriate and would not adversely affect the character of the site and surrounding area. However, to ensure that these finishes are satisfactory, a condition will be imposed on any grant of consent, securing that full details of all facing materials and finishes (including samples) to be used on the building are submitted to the Local Planning Authority for approval.*

### **7.6.4 Central Charlton Residents Association (CCRA)**

Comments dated 2.3.2016 – CCRA notes the changes made within this second application, but wishes to object.

CCRA met with the developers on January 25<sup>th</sup> 2016, as part of the required community involvement process but was disappointed to be told that the

revised plans had already been drawn up. Indeed, as the website shown, many had been submitted to RBG before the meeting took place.

**Height, Bulk and Scale** – Although height has been reduced, the developers quoted a height of 23 metres, which is still 8.3 metres or c 50% higher than M&S / Sainsbury's. The building would dominate surroundings, especially the terraces on the southern side of Woolwich Road, and do nothing to link Riverside with the rest of Charlton which is a feature of the existing Masterplan.

*The current application now seeks a 7-storey building, where as noted above, the 7<sup>th</sup> floor is set back. These buildings would face onto both Woolwich Road and Gallions Road.*

*It is considered that these revisions and overall design of the building overcomes the previous reason for refusal.*

*The proposal is considered to optimise the potential of the site in accordance with the London Plan, whilst responding to the context of the surrounding area, which along Woolwich Road varies in height and styles of building.*

*It is acknowledged that the proposal is taller than the residential properties along the south side of Woolwich Road. However it is considered that the revised proposal respects these and the adjacent Marks and Spencer's / Sainsbury's development, which is smaller in scale due to the nature of the uses.*

*The proposed scale and height of the development is considered to respect the surrounding area and provide an appropriate development for the site, in accordance with the NPPF, London Plan and Core Strategy policies.*

*It is considered the current proposal does not jeopardise the future development of the Charlton Riverside area.*

**Design / Air Quality** – The developers told CCRA that all the 3 bed 5 person “family units” had been relocated to the rear, overlooking the landscaped area. This would have provided some mitigation in respect of poor air quality, but drawings now indicate that most of the 3 bed 5 person “family units” are located in Block C with balconies overlooking Gallions Road. This does nothing to limit exposure to the area's well-documented air pollution (mainly from traffic) which affects the young through stunted lung growth and older people through breathing problems. The Air Quality Assessment by Amec Foster Wheeler (January 2016) contains a clear

statement that future residential properties are likely to be exposed to NO<sub>2</sub> concentrates above the AQ Objectives. Table 7.2 p 36 of the report states that developers should consider the location of o/side space including garden, balconies and roof terraces in areas of poor air quality, and that these should be screened where practical with exposure minimised through appropriate positioning. To meet the recommendations of their own survey, the developers should relocate balconies to overlook the rear of buildings; or else sliding balcony panels should be installed to allow residents to protect themselves if they wish.

*Whilst it is noted that there are air quality issues in the area, given the nature of the development surrounding (residential), it is considered that with the appropriate design of this building and mitigation measures put in place and secured by condition (mechanical ventilation), it would be acceptable (full wording of these conditions, please refer to section 3.2 of this report).*

**Affordable Homes** – The Design and Access Statement still states that the number of affordable units will be subject to a Viability Study. However, no Viability Statement has been provided and there is no guarantee that a reduction in the number of affordable units will not be requested. The Local Information Requirements List which was passed by Cabinet on January 27<sup>th</sup> indicated (Section 41, Para 1.84) that un-redacted viability assessments would be published. CCRA believes that the viability study is required at this stage.

*As noted above the Local Information Requirements List was passed (adopted) on the 27<sup>th</sup> January 2016, after the above application was made valid on the 22<sup>nd</sup> January 2016. Therefore, this was not a requirement when the application was submitted.*

*The applicant had submitted a Viability Assessment, which is not publicly available, due to the date in which the application was submitted.*

*It is considered that the amount of affordable housing, in light of the Viability Assessment is accessible and would be secured by condition and clauses with any S106, attached to a grant of permission.*

## 7.7 Local Residents and Businesses

- 7.7.1 This application was the subject of extensive public consultation comprising of a press notice, site notice and 117 individual letters in February 2016.

7.7.2 As a result of the consultation process, a total of **eighty (80)** letters of **support** were received. This includes letters of support that were created through a generic letter and stated the following:

*“I am writing in support of London Green’s proposals for the above application, at Valley House, 445 Woolwich Road, Charlton, SE7. I support the application for the following reasons:*

- *The proposed development provides much-needed new housing, including
  - *11 affordable homes*
  - *Family-sized homes benefitting from child play space**
- *The scheme redevelops an unsightly disused building in a prominent location and contributes to the regeneration of the area.*
- *The scheme creates new employment opportunities.*
- *The developer has responded to concerns about the previous application, in particular addressing concern about height.*
- *The proposed building would set the benchmark for high quality design in the area.*
- *The proposed building would be of a high environmental standard, utilising solar thermal panels and green roofing.”*

7.7.3 Another statement of support states that ‘this is a vast improvement on the previous scheme submitted and as proposed promises to actually improve the local aesthetics. The use of the glazed bricks and recessed balconies promise a streamlined look to a consistent building. The massing appears in keeping with the needs and demands of the area’.

7.7.4 As a result of the consultation process, a total of **ten (10) objections** were received. The relevant grounds of objection from the consultation exercise can be summarised as follows:

- Air Quality / Design / Landscaping.

*Similar issues were raised by the CCRA and are addressed in section 7.6.4 of this report.*

- Contamination

*It has been noted by an objector that the applicant states in section 14 of the application form that the land is known to be part or wholly contaminated. Concerns have therefore been raised as to why the required contamination assessment has not been submitted.*

*Relevant conditions regarding contamination will be imposed on any grant of consent.*

- Height, Bulk and Scale.

*Similar issues were raised by the CCRA and are addressed in section 7.6.4 of this report.*

- Affordable Homes

*Similar issues were raised by the CCRA and are addressed in section 7.6.4 of this report.*

- Overlooking to neighbouring properties.

*It is considered that the current application does not adversely affect residential amenity (loss of outlook, sense of enclosure, loss of privacy including overlooking).*

- Overshadowing to properties on Woolwich Road.

*The proposal would not lead to overshadowing, due to the located of the proposed building, relationship to existing residential properties and in particular the orientation of the sun.*

- Noise Impact to surrounding residents

*The current proposal would not lead to an adverse impact on noise.*

*Conditions will be imposed on any grant of consent to ensure residential amenity is protected during construction.*

- Landscaping plan is vague.

*Conditions regarding the full details of Hard and Soft Landscaping and Ecological / Landscape Management Plan will be imposed on any grant of consent.*

## 8. Planning Context

- 8.1 This application needs to be considered in the context of a range of national, regional and local planning policies.

## 8.2 National Planning Policies

## 8.3 National Planning Policy Framework

8.4 This document came into force on 27<sup>th</sup> March 2012. The NPPF provides Central Government's overarching planning policy. The principles and policies contained in the Framework which includes a presumption in favour of sustainable development should guide the preparation of local plans that reflect the vision and aspirations of local communities. Three dimensions to sustainable development: an economic role contributing to building a strong, responsive and competitive economy; a social role supporting strong, vibrant and healthy communities and an environmental role contributing to protecting and enhancing our natural, built and historic environment. The Framework identifies 12 core land-use principles that should underpin decision making and plan preparation. These aim at building a strong competitive economy, vital town centres, prosperous rural economy, sustainable transport, advanced communications infrastructure, range of quality homes, good design, healthy communities, protect green belt, meet the challenge of climate change, conserve and enhance the natural and historic environment. Encourage all those in the planning process to engage all stakeholders at an early stage. Ensure effective enforcement.

## 8.5 The London Plan (March 2015 – consolidated with alterations since 2011) – including MALP

8.5.1 The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20 – 25 years. The documents bring together the geographic and locational (although not site specific) an aspect of the Mayor's other strategies – including those dealing with:

- Transport
- Economic Development
- Housing
- Culture
- A range of social issues such as children and young people, health inequalities and food
- A range of environmental issues such as climate change (adaptation and mitigation), air quality, noise and waste.

8.5.2 In March 2015, the Mayor published the London Plan with all consolidated alterations to the London Plan since 2011. It is the policies in these

documents (and any subsequent Alterations to it) that form part of the development plan for Greater London, and which should be taken into account in taking relevant planning decisions, such as determining planning applications.

8.5.3 On the 11<sup>th</sup> May 2015, the Mayor of London published for six weeks public consultation two sets of Minor Alterations to the London Plan (MALP) – on housing Standards and on Parking Standards. These minor alterations have been prepared to bring the London Plan in line with new national housing standards and car parking policy.

8.5.4 The primary policy objectives of the London Plan to ensure that London is:

- A city that meets the challenges of economic and population growth;
- An internationally competitive and successful city;
- A city of diverse, strong, secure and accessible neighbourhoods;
- A city that becomes a world leader in improving the environment; and
- A city that is easy, safe and convenient for everyone to access jobs, opportunities and facilities.

8.5.5 The site is designated in the London Plan as an ‘Opportunity Area’ (policy 2.13). It is identified as area number 4 – Charlton Riverside. In Annex I of the London it states the following

#### **4 Charlton Riverside**

Area (Ha): 176

Indicative employment capacity: 1,000

Minimum new homes: 3,500

Development at Charlton Riverside should be integrated with the wider development of the south bank of the Thames to complement opportunities at Deptford/Greenwich, Greenwich Peninsula and Woolwich. Any managed release of surplus industrial land should be set in a wider sub regional context as part of the planning framework for the Area, taking into account safeguarded wharves such as Murphy’s and Angerstein with its strategic railhead. Greenwich Council adopted the Charlton Riverside Masterplan in 2012 but more work is needed on possible release of land within the Strategic Industrial Location.

8.5.6 The following London Plan policies are of consideration:

## **London's Places**

- 2.13 Opportunity Areas and Intensification Areas
- 2.14 Areas for Regeneration

## **London's People**

- 3.1 Ensuring Equal Life Chances for all
- 3.2 Improving Health and Addressing Health Inequalities
- 3.3 Increasing Housing Supply
- 3.5 Quality and design of housing developments
- 3.6 Children and young people's play and informal recreation facilities
- 3.7 Large residential developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 3.10 Definition of affordable housing
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual, private residential and mixed use schemes
- 3.13 Affordable Housing thresholds
- 3.16 Protection and Enhancement of Social Infrastructure
- 3.17 Health and social care facilities
- 3.18 Education facilities
- 3.19 Sports facilities

## **London's Economy**

- 4.1 Developing London's Economy
- 4.3 Mixed use development and offices
- 4.6 Support for an enhancement of arts, culture, sport and entertainment
- 4.11 Encouraging a connected economy
- 4.12 Improving opportunities for all

## **London's response to climate**

- 5.1 Climate change mitigation
- 5.2 Minimising Carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.4A Electricity and gas supply
- 5.5 Decentralised energy networks

- 5.6 Decentralised energy in development proposals
- 5.7 Renewable energy
- 5.9 Overheating and Cooling
- 5.10 Urban Greening
- 5.11 Green roofs and development site environs
- 5.12 Flood Risk Assessment
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.16 Waste self-sufficiency
- 5.17 Waste capacity
- 5.18 Construction, excavation, and demolition waste
- 5.21 Contaminated Land

### **London's Transport**

- 6.1 Strategic approach to transportation
- 6.3 Assessing effects of development on transport capacity
- 6.4 Enhancing London's Transport Connectivity
- 6.7 Better streets and surface transport
- 6.9 Cycling
- 6.10 Walking
- 6.12 Road Network Capacity
- 6.13 Parking

### **London's Living Places and Spaces**

- 7.1 Building London's neighbourhoods and communities
- 7.2 An inclusive design
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public Realm
- 7.6 Architecture
- 7.7 Location and design of tall and large buildings
- 7.13 Safety Security and resilience to emergency
- 7.14 Improving air quality
- 7.15 Reducing noise and enhancing soundscape
- 7.19 Biodiversity and access to nature

### **Implementation, Monitoring and Review**

- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

## 8.6 Local Policy

### 8.7 **The Royal Greenwich Local Plan: Core Strategy with Detailed Policies (“Core Strategy”)**

8.7.1 The Core Strategy was adopted on 30 July 2014. It is the key strategic and statutory planning document for Royal Greenwich and will guide decisions about the developments that will take place over the next 15 years. It also contains detailed policies that will be used to assess planning applications. Therefore, the Core Strategy is an integral part of Royal Greenwich’s Development Plan, which is currently formed of the Mayor’s London Plan, the Core Strategy, and the remaining parts of the Royal Borough’s Unitary Development Plan (2006) (UDP) that have not been superseded, amended or deleted by the adoption of the Core Strategy. All planning decisions must be made in accordance with the Development Plan, unless material considerations indicate otherwise.

8.7.2 The Core Strategy replaces the UDP and incorporates the Site Proposal Schedules and Proposals Map including mapping changes. Remaining UDP site proposals that have not been superseded or amended as a specific result of the Core Strategy remain part of the Royal Greenwich Local Plan, until superseded, amended or deleted through the Royal Greenwich Local Plan: Site Allocations document, which is currently being consulted on, on the issues and options.

8.7.3 The main Core Strategy policies relevant to this application are:

#### **Housing Policies**

H1	New Housing
H2	Housing Mix
H3	Affordable Housing
H5	Housing Design
H(e)	Children’s Play Areas

#### **Economic Activity and Employment Policies**

EA1	Economic Development
EA2	Charlton Riverside
EA5	Tourism

EA(c) Skills and Training

### **Design and Heritage Policies**

DH1 Design

DH2 Tall Buildings

DH(b) Protection of Amenity for Adjacent Occupiers

DH(m) Archaeology

### **Open Space Policies**

OS4 Biodiversity

OS(c) Public Open Space Deficiency Areas

OS(f) Ecological Factors

### **Environment and Climate Change Policies**

E1 Carbon Emissions

E2 Flood Risk

E3 Residual Flood Risk

E(a) Pollution

E(c) Air Pollution

E(e) Contaminated Land

E(f) Living Roofs and Walls

### **Cohesive and Healthy Communities Policies**

CH1 Cohesive Communities

CH2 Healthy Communities

### **Infrastructure and Movement Policies**

IM1 Infrastructure

IM4 Sustainable Travel

IM(a) Impact on the Road Network

IM(b) Walking and Cycling

IM(c) Parking Standards

8.8 Supplementary Planning Guidance / Documents

8.8.1 **Technical Housing Standards – Nationally Described Space Standard** (Department for Communities and Local Government – March

2015) – This standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.

- 8.8.2 **Mayors Housing SPG** (November 2012) – This documents sets out guidance to supplement the housing policies in the 2011 London Plan. In particular, it provides detail on how to carry forward the Mayor’s view that “providing a good home for Londoners is no just about numbers. The quality and design of homes, and the facilities provided for those living in them, are vital to ensuring good liveable neighbourhoods”. It is informed by, and is consistent with the Governments National Planning Policy Framework and its new Housing Strategy for England.
- 8.8.3 **Draft Interim Housing Supplementary Planning Guidance** (May 2015) - This draft Interim Supplementary Planning Guidance (SPG) provides guidance on the implementation of housing policies in the 2015 London Plan. It takes account of changes made through the Further Alterations to the London Plan.
- 8.8.4 **Accessible London: Achieving an inclusive environment SPG** (October 2014) - This SPG provides guidance on the implementation of **London Plan Policy 7.2 An inclusive environment** and of other policies in the Plan with specific reference to inclusive design. It also provides guidance on Lifetime Neighbourhoods to support London Plan **Policy 7.1 Building London’s neighbourhoods and communities**. One of the Mayor’s aims for London is that everyone, whether resident, visitor or worker, is able to participate and enjoy all that the city has to offer. To help achieve this aim the London Plan 2011 includes a number of policies which promote an inclusive environment to help ensure that all of London’s diverse communities can contribute to London’s growing economy and enjoy a high quality of life. The Accessible London SPG provides advice to boroughs, developers, designers and planning applicants on implementing inclusive design principles effectively and on creating an accessible environment in London, with particular emphasis on the access needs of disabled and older people.
- 8.8.5 **Planning Obligations SPD** (July 2015) – The purpose of this supplementary planning documents (SPD) is to provide detailed guidance on the type and scale of planning obligations for development proposals within the Royal Borough of Greenwich. Following the introduction of the Royal Greenwich Community Infrastructure Levy (CIL), the adopted Planning

Obligations SPD (2008) has been revised and updated to provide clear and robust advice to applicants on the scale of remaining planning obligations that will continue to be secured through Section 106 (S106) Agreements.

8.8.6 **Charlton Riverside Masterplan (2012)** - The SPD provides an important strategic planning steer for this dynamic area of London to guide development over the coming 15-20 years.

## 9. Considerations

9.1 The application is considered in relation to the National and Local Planning policies, referenced in section 8 of this report, and in relation to representation received as a result of the extensive consultation process.

9.2 This section of the report provides an analysis of the specific aspects of the proposed development and the principal issues that need to be considered in the determination of the planning application (Ref: 16/0132/F):

- Principle of the development / Land Use
- Housing
- Density
- Non-residential Uses
- Design and Townscape
- Residential Amenity
- Noise and Air Quality
- Transport and Access
- Sustainability and Energy
- Flood Risk
- Community Infrastructure Levy (CIL)
- RBG CIL
- Viability
- Legal Agreement
- Implications for Disadvantaged Groups

## 10. Principle of the development /Land Uses

10.1 At the heart of National, London Plan policy and the Council's Core Strategy policy is the delivery of sustainable development. National policy promotes the bringing forward of sufficient land of a sustainable quality and in appropriate locations to meet the needs of housing, industrial, retail and commercial development.

- 10.2 London Plan and the Council's Core Strategy policies also recognise that new developments on brownfield sites such as the application site have a central role in the delivery of sustainable development.
- 10.3 To assist in ensuring that development takes place in sustainable locations, the London Plan identifies key development areas known as either Opportunity Areas or Intensification Areas. As noted in section 8.5.5 of this report, the site is designated in the London Plan as an 'Opportunity Area' (policy 2.13). It is identified as area number 9 – Charlton Riverside.
- 10.4 In regards to the above, the application site forms part of the Charlton Riverside Masterplan Area. In terms of the up to date position, the Royal Borough of Greenwich is currently in the process of updating the Charlton Riverside Masterplan, where proposals for different land uses are considered, which will include intensification of residential uses in areas to the north of Woolwich Road.
- 10.5 The application refused on the site in September 2015 (Ref: 14/3258/F) was for the 'demolition of existing building and construction of buildings up to 9-storeys in height to provide 74 new residential dwellings and one ground floor flexible use class A1/A2/A3 or A4 unit with associated car and cycle parking at basement level, access, landscaping and amenity space'. The reason for refusal stated:
- "The proposed development due to its height, massing and density would constitute an over-development of the site to the detriment of the character and appearance of the area contrary to policies 7.4 and 7.6 of the London Plan (2015) and policy DHI of the Royal Greenwich Local Plan – Core Strategy with Detailed Policies (2014)."*
- 10.6 It is noted from the reason for refusal that, the application was not refused on the principle of developing the site.
- 10.7 In addition to the previously refused application, it is noted that the existing building on the site already benefits from deemed consent for a change of use from office (B1) to 16 residential apartment under Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015.
- 10.8 With the above in mind, the proposed development is considered to assist in meeting the strategic aim that is optimising the development capacity of brownfield sites. The development would also assist the Borough in meeting

its identified housing targets of a minimum of 38,925 net additional dwellings. It is expected that at least 99% of the development built in Royal Greenwich will be on brownfield sites.

- 10.9 The current application is a resubmission seeking to overcome the reason why reference number 14/3258/F was refused. In doing so the current description of proposal is as follows:

*“demolition the existing building and construction of buildings up to 7-storeys in height to provide 73 new residential dwellings and one ground floor flexible use Class A1/A2/A3 or A4 unit with associated car and cycle parking at basement level, access, landscaping and amenity space.”*

- 10.10 As noted from the above, apart from the reduction in height to that refused in September, the number of units has reduced by one, proposing 73 units in total and the creating of commercial space at ground floor level (flexible use Class A1/A2/A3 or A4). It is considered that the provision of commercial floor space as part of a mixed use scheme is wholly appropriate for this location and would complement the evolving character of the area which is mixed in nature.
- 10.11 The proposed development will therefore make the best use of the site, creating a sustainable community through the provision of a mix of residential units and commercial space. Overall the principle of redeveloping this sustainable site, which was not previously considered a reason for refusal, is in compliance with National, London Plan and Core Strategy policies.

## 11. Housing

- 11.1 The Royal Borough of Greenwich makes a major contribution to London's Housing provision, having the third largest target for new housing of all London Boroughs. It is vital that the Royal Borough's unique housing needs are met, while still contributing to the overall London housing numbers. In delivering housing for the Royal Borough it is important to ensure that the appropriate size, type, density and affordability of homes are provided, and that the new housing is catered for with associated infrastructure.
- 11.2 The NPPF supports development including more efficient use of land in accessible locations and re-use of vacant, brownfield land. The NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development and the Local Planning Authorities should deliver a wide choice of high quality homes, widen

opportunity for home ownership and create sustainable, inclusive and mixed communities.

- 11.3 Policy 3.3 of the London Plan (March 2015) highlights the pressing need for more homes in London and states that Boroughs should seek to achieve and exceed relevant minimum borough annual average housing targets.
- 11.4 Policy 2.13 (Opportunity areas and intensification areas) of the London Plan (2015) identify capacity within the Charlton Riverside for a minimum of 3,500 new homes.
- 11.5 London Plan policy 3.7 encourages proposals for large residential developments in areas of high public transport accessibility. They should make a significant contribution towards addressing local housing needs and help to bring forward a critical mass of development that is required to support social, economic and environmental infrastructure. The aim is to create successful communities where people will choose to live and work in the future.
- 11.6 The current application (Ref: 16/0132/F) seeks permission for 73 residential units in mixed use scheme.
- 11.7 Affordable Housing
  - 11.7.1 Policy 3.11 and Policy 3.12 in the London Plan (2015) state that the maximum reasonable amount of affordable housing provision should be sought when negotiating on individual private residential and mixed use-schemes. It also states that targets should be applied flexibly, taking into account site costs, the availability of public subsidy and other scheme requirements.
  - 11.7.2 Policy 3.12 states that negotiations on sites should take account of viability of schemes prior to implementation and other scheme requirements. It also states that affordable housing should normally be provided on site, unless exceptional circumstances can be demonstrated.
  - 11.7.3 Policy H3 of the Core Strategy states that 'Developments of 10 or more homes or residential sites of 0.5 hectare or more will be required to provide at least 35% affordable housing. The precise percentage, distribution and type of affordable housing will be determined by the particular circumstances and characteristics of the site and of the development, including financial viability'.

11.7.4 A Viability Assessment, submitted in support of the application (submitted prior to the adoption of the Local Information Requirements List for Planning Applications and therefore not made public) demonstrates that the scheme was not viable and it was therefore not possible at the present time of the development, to provide the required 35% Affordable Housing. However, based on their Viability Assessment, it has shown that the current application is proposed to provide 15% affordable housing (11 units).

11.7.5 The following mix of units is proposed from the 11 affordable dwellings. These units are proposed to be pepper potted throughout the development.

<b>Unit type / size</b>	<b>Social Rented</b>	<b>Intermediate</b>	<b>Total</b>
1-bed	3	1	4
2-bed	1	2	3
3-bed	3	1	4
<b>Total (%)</b>	<b>7 (64%)</b>	<b>4 (36%)</b>	<b>11 (100%)</b>

11.7.6 It is considered that whilst the percentage proposed is below that required, in light of the Viability Assessment and the appropriate mix, pepper potted, tenure blind allocation of affordable units across the scheme, the current proposal is acceptable.

11.7.7 Affordable Housing will be secured in a condition imposed upon any consent and in any Legal Agreement, including securing the 15% on-site affordable housing, affordable mix, location of affordable housing, timing of the delivery of the affordable units and the scheme will be subject to financial review to ensure that the scheme delivers the maximum amount of affordable housing. Subject to this, the proposal will comply with relevant policies of the London Plan (2015) and Core Strategy (2014).

## 11.8 Residential Mix

11.8.1 Policy 3.8 of the London Plan (March 2015) states that 'new developments should offer a range of housing choices, in terms of the mix of housing sizes and types'.

11.8.2 Policy H2 of the Core Strategy states that 'A mix of housing types and sizes will be required in all developments including conversions and should contain a significant proportion of 3, 4 and 4+ bedroom units. The exact mix on each site will vary according to the location of the development and the character

of the surrounding area and will be affected by factors such as; the need to protect small and medium sized family dwellings from sub-division and conversion, the level of accessibility to public transport, schemes for special needs groups, or where there is a poor external environment’.

11.8.3 The current application proposed seeks the following housing mix:

<b>Unit type / size</b>	<b>Number of units (%)</b>
1-bed	25 (34%)
2-bed	37 (51%)
3-bed	11 (15%)
<b>Total</b>	<b>73 (100%)</b>

11.8.4 Taking into account the sites location, the proposed mix of dwelling sizes and percentage of family units (15%) would maintain a mixed and balanced community, in accordance with relevant policy and guidance. It is noted that the provision of family units is a 6% increase to that proposed in the previous scheme (Ref: 14/3258/F) which only sought to provide 7 x 3-bed units out of a total of 74 units.

11.8.5 It is considered that the proposal would create a mixed and balanced community, achieved by providing a range of housing sizes, types and tenures, including affordable housing. The location of housing (including the affordable units), would be close to several modes of transport, community facilities, jobs services and infrastructure to assist in the creation of a sustainable community.

## 11.9 Residential Design Standards

11.9.1 In March 2015, the Department for Communities and Local Government adopted the ‘Technical Housing Standards – Nationally Described Space Standards’. These standards deal with internal space within new dwellings and are suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.

11.9.2 Policy 3.5 (Quality and Design of Housing Developments) of the London Plan (2015) states that ‘housing developments should be of the highest quality internally, externally and in relation to their context and to the wider environment, taking account of strategic policies in the London Plan to

protect and enhance London’s residential environment and attractiveness as a place to live’. The minimum space standards for new development should comply with table 3.3 of the London Plan and all standards set out in the Mayor’s Housing Supplementary Planning Guidance (SPG, November 2012).

11.9.3 The Mayor’s Housing SPG was adopted in November 2012, which is a document that sets out guidance to supplement the housing policies of the London Plan. In particular, it provides details on how to carry forward the Mayor’s view that “providing good homes for Londoners are not just about numbers. The quality and design of homes, and the facilities provided for those living in them, are vital to ensuring good quality liveable neighbourhoods”.

11.9.4 Annex I of the Housing SPG provides a Summary of the Quality and Design Standards that should be applied to new developments.

11.9.5 Policy H5 of the Council’s Core Strategy states that ‘new residential development, redevelopment, refurbishment or conversions will be expected to achieve a high quality of housing design and an integrated environment’.

***Dwelling Space Standards***

11.9.6 The current application seeks permission for 73 units, consisting of the mix shown in the table under section 11.8.3 of this report.

11.9.7 The following table shows how the sizes of the proposed units compare with the requirements of the Technical Housing Standards – Nationally Described Space Standard’s (2015) and the minimum space standards of the London Plan (2015) and Housing SPG (2012) standards:

<b>Flat Type</b>	<b>Nationally Described Space Standard’s (1-bed, 2 people unit over 1 floor)</b>	<b>London Plan (2015) and Housing SPG (2012) minimum unit sizes (m<sup>2</sup>)</b>	<b>Proposed units (m<sup>2</sup>)</b>
<b>One Bedroom, two people</b>	50m <sup>2</sup>	50m <sup>2</sup>	50 - 55m <sup>2</sup>
<b>One Bedroom, two people (duplex)</b>	58m <sup>2</sup>	50m <sup>2</sup>	66m <sup>2</sup>

<b>Two bedroom, three people</b>	61m <sup>2</sup>	61m <sup>2</sup>	61 - 81 m <sup>2</sup>
<b>Two bedroom, three people (duplex)</b>	70m <sup>2</sup>	61m <sup>2</sup>	82 m <sup>2</sup>
<b>Two bedroom, four people</b>	70m <sup>2</sup>	70m <sup>2</sup>	65 - 81 m <sup>2</sup>
<b>Two bedroom, four people (duplex)</b>	79m <sup>2</sup>	83m <sup>2</sup>	90 - 110m <sup>2</sup>
<b>Three bedroom, five people</b>	86m <sup>2</sup>	86m <sup>2</sup>	87 - 88m <sup>2</sup>
<b>Three bedroom, five people (duplex)</b>	93m <sup>2</sup>	96m <sup>2</sup>	98 - 105m <sup>2</sup>

11.9.8 It can be seen from the table above the proposed units, apart from two units comply with both the Nationally Described Space Standard's (2015) and the London Plan (2015) and Mayor's Housing SPG (2012), in terms of minimum unit sizes. The two units that fall below are two-bed, four people units. This minimal difference is considered acceptable and compensated on the larger outdoor amenity spaces provided for these two units.

11.9.9 It is considered that the development provides an appropriate living environment for prospective occupiers.

#### ***Technical Housing Standards – Nationally Described Space Standards***

11.9.10 With regards to the National Described Space Standard's, it is also required from dwellings to provide a built in storage area.

11.9.11 Whilst the applicant has not shown this on their drawings, it would be possible to provide the requirement due to the sizes of the units.

#### ***Mayor's Housing Supplementary Planning Guidance (SPG, November 2012)***

11.9.12 The Mayor's Housing SPG was adopted in November 2012, which is a document that sets out the guidance to supplement the housing policies of the 2015 London Plan. In particular, it provides detail on how to carry forward the Mayor's view that "providing good homes for Londoners is not just about number. The quality and design of homes, and the facilities

provided for those living in them, are vital to ensuring good liveable neighbourhoods”.

11.9.13 Annex I of the Housing SPG provides a Summary of the Quality and Design Standards that should be applied to new developments.

11.9.14 It is considered that the current application complies with all of these requirements and provides a quality living environment in terms of space, layout, level of light (daylight) and outlook for prospective occupiers.

### ***Amenity Space***

11.9.15 The Mayors Housing SPG states in Standard 4.10.1 that ‘A minimum of 5m<sup>2</sup> of private outdoor space should be provided for 1-2 person dwellings and an extra 1m<sup>2</sup> should be provided for each additional occupant’.

11.9.16 Policy H5 of the Core Strategy states that ‘In flats a good-sized balcony, a terrace or enclosed communal gardens should be provided. Family housing should normally have direct access to a private garden. Schemes with predominantly family housing should, as far as practicable, be within reasonable walking distance of nursery and primary schools, local shops, play areas and amenities’.

11.9.17 Each unit is provided with an area of private amenity space, either in the form of a balcony or roof terrace. The majority of the outdoor space complies with the above requirements. However, where they fall below this is minimal and is incorporate within the internal space, which is considered to be an acceptable alternative by the Housing SPG.

### **11.10 Lifetime Homes and Wheelchair Units**

11.10.1 Policy 7.2 of the London Plan states that the Mayor will require all new development in London to achieve the highest standards of accessible and inclusive design.

11.10.2 DHI of the Core Strategy states that ‘all developments are expect to achieve a high quality of design, achieving accessible and inclusive environments for all (including disabled people)’.

11.10.3 The applicant has noted in their submission that the proposal would comply with Lifetime Home requirements. Whilst imposing a Lifetime Homes

a condition on a consent is no longer possible, the following condition will be imposed on any consent:

*“The applicant shall not implement any part of the development hereby permitted until drawings illustrating that a minimum of all dwellings in the development hereby permitted comply with Building Regulation requirement M4(2) ‘accessible and adaptable dwellings’, have been submitted to and approved in writing by, the Local Planning Authority in consultation with the Council’s Housing Occupational Therapist.*

*Reason: In order to comply with policy 3.8 of the London Plan (2015) and policy H5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).”*

11.10.4 Whilst the applicant has proposed both wheelchair adaptable and accessible dwellings, the following conditions will be imposed on any grant of planning permission.

**Wheelchair Adaptable Dwellings Condition** - 10% of all dwellings in the development hereby permitted shall comply with Building Regulation requirement M4(3)(2)a ‘wheelchair adaptable dwellings’. Wheelchair adaptable dwelling are identified in the drawings hereby approved in condition 1.

The wheelchair adaptable dwellings shall be marketed as such for a period of eight months. After that period evidence of such marketing shall be submitted to and approved by, the Local Planning Authority in consultation with the Council’s Occupational Therapist, prior to first occupation of the dwellings identified above.

*Reason: To accord with policy 3.8 of the London Plan (2015) and policy H5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).*

and

**Wheelchair Accessible Dwellings Condition** - 10% of all social rented units in the development hereby permitted shall comply with Building Regulation requirement M4(3)(2)b ‘wheelchair user dwellings’. The applicant shall not implement any part of the development hereby permitted until full details of these units have been submitted to and approved in writing by the Local Planning Authority in consultation with the Council’s Housing Occupational Therapist. The applicant must fit out the dwellings such as to gain Greenwich Housing Occupational Therapist approval. The applicant must follow the eight

stages for fit out and approval of plans as set out in Informative number 2 (for this informative, please refer to section 3.3 of this report).

11.10.5 It is considered that subject to conditions imposed on any grant of consent, the overall design and layout of the development as well as the private spaces within the development are accessible and inclusively designed.

## 12. Density

12.1 Paragraph 4.1.39 of the Core Strategy states that ‘when considering proposals for housing developments the Council will give priority to securing a high quality environment for residents and making the best sustainable use of land, having regard to the location of the site, to the individual characteristics of the site and the character of the surrounding area. The Council will utilise the London Plan Policy 3.4 to guide rates for housing density in applying local context to the settings defined in the London Plan’.

12.2 Policy 3.4 of the London Plan seeks to ensure that the housing potential of sites is optimised and states that development should optimise housing output for different types of location within the relevant density range shown in Table 3.2. Density ranges Table 3.2 take into account location, existing building form, massing and Public Transport Accessibility (PTAL).

12.3 Based on the character and location of the site, the setting of the site is best described as Urban in character. In addition, TfL’s Webcat has identified the site as having a PTAL rating of 5. The London Plan (Table 3.2) in which case shows that the density guideline would be 200 – 700 habitable rooms per hectare (HRH).

12.4 The above density guideline range needs to be considered alongside the objectives of both Policy 3.4 of the London Plan and the Housing SPG, which is to optimise housing output.

12.5 The previous proposed development (Ref: I4/3258/F) produced a density level of 830 HRH, but also proposed 74 residential units within a building up to 9-storeys in height, at the junction of Woolwich Road and Gallions Road. It was considered that this combination of factors (height, massing and density) would have led to the detriment of the character and appearance of the area. It was therefore refused for this reason.

12.6 The current application is a resubmission and has been redesigned to overcome the previous reason for refusal. In doing so, the height of the

building has been reduced to 7-storeys in height, reducing the massing of the building and therefore impact upon the character and appearance of the area.

- 12.7 In making these alterations, the proposed residential units have been reduced by one, now proposing 73 residential units.
- 12.8 The current application proposes a density level of 830HRH, whilst it is noted that this is again above the London Plan and has not reduced since the previous application, it is considered due to the other alterations made (reducing the height and over mass of the building) that this is acceptable.
- 12.9 London Plan policy 3.4 explicitly states that 'it is not appropriate to apply table 3.2 (density matrix) mechanistically. Its density ranges for particular types of location are broad, enabling account to be taken of other factors relevant to optimising potential'. Density on its own is not considered a reasonable reason for refusal.
- 12.10 The proposal is set within an Opportunity Area and has complied with the London Plan's suggested test of a development with a high density. It provides, as shown and considered in this report, an appropriate dwelling mix, the design of the building is appropriate in terms of impact upon the character of the area and street scene; the internal layout and living environment for prospective occupiers is acceptable; The proposal provides access to essential services, both within the development and the surrounding area; and The proposal would not adversely affect the residential amenity of existing and prospective residents.
- 12.11 The proposal is therefore considered to comply with relevant policies of the NPPF, London Plan and Core Strategy.

### 13. Non-residential Uses

- 13.1 The current application proposes to provide a total of 275m<sup>2</sup> of commercial floor space. This space is proposed to be flexible commercial space for use classes A1/A2/A3 or A4.
- 13.2 The proposed non-residential use(s) will help provide active frontages on this corner location and as stated in section 10 of this report help to make the best use of the site, creating with the residential element a sustainable community.

13.3 Whilst the range of flexible uses is considered acceptable in principle, restrictions will be imposed to remove permitted development rights, through a condition on any grant of consent. Also a condition will be imposed on any consent that details of the ground floor commercial uses, including their use class, hours of operation, times of deliveries and servicing shall be submitted to, and approved by, the Local Planning Authority prior to commencement of such uses (for the full wording, please refer to section 3.2 of this report).

#### 14. Design and Townscape

14.1 The National Planning Policy Framework (March 2012) seeks, in summary and in reference to this report, to promote sustainable development through economic growth, promote good quality living through design and sustainable environments, and conserve and enhance the historic environment.

14.2 Paragraph 131 states that in determining planning applications, Local Planning Authorities should take account of:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- The positive contribution that conservation of heritage assets can make to sustainable communities including their economic viability; and
- The desirability of new development making a positive contribution to local character and distinctiveness.

14.3 Policy 7.6 (Architecture) of the London Plan (2015) states that architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.

14.4 H5 of the Core Strategy states that 'new residential development will be expected to achieve a high quality of housing design and an integrated environment. The council will take into account the key relationship between the character of the area, site location and housing densities and expect, the design of the development is consistent with policy DH1'.

14.5 DH1 states that 'to achieve a high quality of design, all developments are expected to provide a positive relationship between the proposed and existing urban context. In respect of DH2, this refers to 'Tall Buildings' and states that tall buildings may be appropriate in Charlton Riverside.

14.6 It is noted that the existing building which occupies the site is a vacant 3-storey office block, which is considered not to be of any architectural merit and does not contribute to the character of the existing area and emerging context.

#### 14.7 Layout

14.7.1 The current application proposes a similar layout to the refused scheme in September 2015 (Ref: 14/3258/F). Layout was not considered a reason for refusal previously.

14.7.2 The current scheme proposes a total of three blocks, each block will have a centrally located stairwell and a lift core. These are located along the southern and western parts of the site, wrapping around the north-eastern corner of the Woolwich Road and Gallions Road junction.

14.7.3 The main entrances to the apartment blocks and to the flexible commercial space, will be at ground floor located off of either Woolwich Road or Gallions Road.

14.7.4 Access to the basement level is possible by vehicles from the west of the site, from Gallions Road.

14.7.5 The proposed layout is considered to enhance this long term vacant site, providing a high quality development, including communal areas for prospective occupiers. The layout of this scheme is considered to comply with relevant policies of the London Plan (2015) and Council's Core Strategy (2014).

#### 14.8 Scale

14.8.1 Application reference 14/3258/F proposed the demolition of the existing dwelling and construction of buildings up to 9-storeys in height to provide 74 new residential dwellings and one ground floor flexible commercial unit, with associated car and cycle parking at basement level, access, landscaping and amenity space.

14.8.2 That scheme consisted of three linked blocks, two blocks facing Woolwich Road with a taller element which then stepped down along Woolwich road to the east, from 9-storeys (corner of Woolwich Road and Gallions Road) to 5-storeys. The third block was located to the northwest of the site, along

Gallions Road and was proposed to step down from the corner building (5-storeys).

14.8.3 At the Planning Board Meeting of the 17<sup>th</sup> September 2015, planning permission was refused for the following reason:

*“The proposed development due to its height, massing and density would constitute an over-development of the site to the detriment of the character and appearance of the area contrary policies 7.4 and 7.6 of the London Plan (2015) and policy DH1 of the Royal Greenwich Local Plan – Core Strategy with Detailed Policies (2014).”*

14.8.4 The current application seeks to overcome the above reason for refusal. The applicants have stated that they reviewed the reason for refusal and have revised the scheme by reducing the height by two floors and further setting back the top floor (up to 3.2 metres) so that the top floor is perceived as subservient to the main building.

14.8.5 By reducing the overall height of the proposal, in turn it reduces the mass and bulk of the building, stepping down to 6-storeys to the east of the site (along Woolwich Road), to that previously refused.

14.8.6 The current application now seeks a 7-storey building, where as noted above, the 7<sup>th</sup> floor is set back. These buildings would face onto both Woolwich Road and Gallions Road.

14.8.7 It is considered that these revisions and overall design of the building overcomes the previous reason for refusal.

14.8.8 The proposal is considered to optimise the potential of the site in accordance with the London Plan, whilst responding to the context of the surrounding area, which along Woolwich Road varies in height and styles of building.

14.8.9 It is acknowledged that the proposal is taller than the residential properties along the south side of Woolwich Road. However it is considered that the revised proposal respects these

14.8.10 The proposed scale and height of the development is considered to respect the surrounding area and provide an appropriate development for the site, in accordance with the NPPF, London Plan and Core Strategy policies.

14.8.11 It is considered the current proposal does not jeopardise the future development of the Charlton Riverside area.

#### 14.9 Appearance

14.9.1 The building is proposed to provide a modern yet appropriately finished development, enhancing the current site which does not add to the character of this area.

14.9.2 The building as noted in section 6.5.1 of this report is proposed to be constructed with the following materials (identified in the Design & Access Statement and drawing no. WRC2 P A2 01):

- Grey variegated bricks;
- Green Ibstock Brick – Copper Glazed
- Grey powder-coated composite window
- Metal powder-coated balcony / railings with glass panels
- Illuminated decorative brick
- Glass fins and zinc cladding

14.9.3 The architectural features and materials are considered to work well with the design of the revised building, respecting the surrounding area. It is considered that this has been appropriately demonstrated in the applicant's submission, including CGI's.

14.9.4 The proposal is considered to comply with relevant policies of the London Plan and Council's Core Strategy.

#### 14.10 Strategic Views

14.10.1 The current application does not affect any designated strategic views / protected vistas.

### 15. Residential Amenity

15.1 NPPF makes a general stipulation that 'planning policies and decisions should always seek to ensure a good standard of amenity for existing and future occupants of land and buildings'.

15.2 Policy 7.6 of the London Plan (March 2015) states that 'Buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy,

overshadowing, wind and microclimate. This is particularly important for tall buildings’.

15.3 DH(b) of the Core Strategy with Detailed Policies states that ‘When determining applications for new developments, extension or renovations of buildings, the Council will oppose development that causes an unacceptable loss of amenity to adjacent occupiers by reducing the amount of daylight, sunlight or privacy they enjoy or result in an un-neighbourly sense of enclosure.

#### 15.4 Existing neighbours

15.4.1 In terms of the surrounding area, to the south of the site (on the opposite side of Woolwich Road) are 2-storey terrace houses set behind a 1.8 metre high brick wall. Further to the southeast of the site is a part 2, part 3-storey residential block of flats with a pitch roof and gable ends. Immediately to the southwest of the site (Still along Woolwich Road) is a BP petrol filling station.

15.4.2 To the west of the site is the Sainsbury’s and Marks and Spencer’s development, which has now been completed since the previous application (Ref: 14/3258/F) refused in September 2015. Between the application site and the buildings that contain these stores is a large car park (for 695 vehicles). This site also includes other smaller commercial units, including a Costa’s Coffee to the south of the site, towards Woolwich Road.

15.4.3 The Makro Cash and Carry is located to the north and east of the application site.

15.4.4 It is noted that no objections or reasons for refusal were raised on the previous scheme (Ref: 14/3258/F), which proposed a building of up to 9-storeys in height.

15.4.5 The current application which seeks a similar layout to that previously proposed, however, with a reduced height is considered due to the design, scale, height and relationships with existing properties, not to adversely impact upon their residential amenity (sense of enclosure, loss of outlook or loss of privacy).

#### 15.5 Future Occupiers

15.5.1 It is considered that the prospective occupiers of the development would be provided with an appropriate living environment, with no impact upon their

amenity.

## 15.6 Sunlight, Daylight and Overshadowing

15.6.1 London Plan policy 7.6 states that buildings and structure should not cause unacceptable harm to the amenity of surrounding land and buildings particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.

15.6.2 Due to the design, scale, relationship with surrounding properties and orientation of the sun the proposal would not adversely affect residential amenity in terms of loss of sunlight, daylight and overshadowing.

## 16. Noise, Vibration and Air Quality

### 16.1 Noise and Vibration

16.1.1 Section 11 of the NPPF relates to conserving and enhancing the natural environment which seeks to prevent both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.

16.1.2 Conditions will be imposed on any consent to ensure the protection of prospective occupiers, surrounding occupiers and the area in general,

### 16.2 Air Quality

16.2.1 The NPPF sets out the Government's policies on air quality and planning. It identifies the consideration of air quality and potential air quality impacts arising from development and requires Local Planning Authorities (LPA's) to take account of the potential risks of pollution and how these can be managed or reduced.

16.2.2 Policy 7.14 of the London Plan requires that development proposals should minimise increase exposure to existing poor air quality; promote sustainable design and construction methods to reduce emissions from demolition and construction; be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality; and reduce emissions from a development, on-site where feasible.

16.2.3 Policy E(c) states that development proposals with the potential to result in any significant impact on air quality will be resisted unless measures to minimise the impact of air pollutants are included.

16.2.4 The entire borough of Greenwich has been declared an Air Quality Management Area.

16.2.5 Whilst it is noted that there are air quality issues in the area, given the nature of the development surrounding (residential), it is considered that with the appropriate design of this building and mitigation measures put in place and secured by condition (mechanical ventilation), it would be acceptable (full wording of these conditions, please refer to section 3.2 of this report).

## 17. Transport and Access

17.1 The NPPF promotes the integration of planning and transport and it aims are to promote more sustainable travel choices, promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and to reduce the need to travel, particularly by car.

17.2 The London Plan encourages patterns and forms of development that reduce the need to travel by car. Policies 2.13 and 6.1 require measures that support more sustainable modes of travel, especially in 'Areas of Intensification'.

17.3 Policies IM4, IM(a) and IM(c) of the Core Strategy highlight that proposals for large developments should be designed for the needs of pedestrians, people with disabilities, cyclists and public transport users first and that major activities be located around public transport, cycling and pedestrian nodes in new developments. However, other Core Strategy policies highlight the need to provide adequate car parking facilities that are both accessible and safe. A balance must be reached to ensure that visitors are not encouraged to use the car rather than public transport.

17.4 A Transport Statement accompanies the planning application and from the information provided it is expected that there would be 8 vehicle movements to and 20 from the site in the morning weekday peak hour. During the evening peak there would be 7 vehicles to the site and 8 departing. This level of vehicular movements could be accommodated on the highway network. It is indicated that most of the expected journeys would involve public transport, which as noted has a good PTAL rating of 5.

## 17.5 Access

17.5.1 Vehicle access to the lower level car parking area would be from Gallions Road (west of the site). The gradient of the ramps to the basement car park are indicated as 1 in 14, which is considered satisfactory.

17.5.2 With the residential development, in the evening, residents returning home would be likely to conflict with the superstore traffic flow. The distance from Woolwich Road to the site access equates to approximately 4 cars queuing. If more cars queue they will prevent cars turning right into the site access from Gallions Road. If this arises any right-turning vehicles will obstruct Gallions Road for vehicles behind travelling north. This in turn would be likely to create queues to occur on Woolwich Road.

17.5.3 To resolve this, on any grant of consent it is proposed to secure a 'Keep Clear' road markings, being required across any new access, or a central island is built along Gallions Road to ensure a left in left out arrangement. In addition it will be secured that a Stage 2 Safety Audit is submitted to support any access arrangement proposed. This will be secured through any S106 Agreement.

17.5.4 Subject to the above being secured, access to the site is considered appropriate and would ensure a pedestrian friendly environment, with no adverse impacts upon the surrounding roads.

## 17.6 Car Parking

17.6.1 The application site is located on the northern side of Woolwich Road and has a good PTAL rating of 5 (where 1 is low and 6 is high). The site is within close walking distance to Charlton Station.

17.6.2 Policy 6.13 (Parking) of the London Plan (2015) states that the Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. Given the need to avoid over-provision, car parking should reduce as public transport accessibility increases.

17.6.3 The maximum standards set out in Table 6.2 of the London Plan, in the parking Addendum should be applied to any planning application. In addition, the London Plan states in Policy 6.13 that development must:

- a. Ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles;
- b. Provide parking for disabled people in line with Table 6.2;
- c. Meet the minimum cycle parking standards set out in Table 6.3;
- d. Provide for the needs of businesses for delivery and servicing.

17.6.4 In total it is proposed to provide 34 car parking spaces, which includes 9 wheelchair sized spaces. Of the 9 wheelchair sized spaces, 2 of these would be allocated to the commercial space.

17.6.6 It is considered that this low provision of parking on site is acceptable, whilst making an allowance for some parking provision on site, including the requirement of designated spaces for wheelchair users (both residential and two spaces for the commercial unit).

17.6.7 Given the location and nature of the development, it is considered that there would not be adverse demands on the highway and public transport networks. A Car Park Management Plan will be imposed as a condition on any grant of planning permission (for the full wording, please refer to Section 3.2 of this report).

17.6.8 Policy 6.13 of the London Plan (2015) requires a minimum of 40% of the car parking spaces to be provided with an electrical charging point, 20% for electric vehicles, with an additional 20% passive provision for electric vehicles in the future. A condition will be imposed on any grant of planning permission to ensure this is implemented (Refer to Section 3.2 of this report for the full wording).

17.6.9 To avoid unauthorised on-street parking in the area, any S106 agreement will secure that residents and other occupiers of this development (Except Blue Badge Holders) are exempt from acquiring Controlled Parking Zone (CPZ) permits. Future occupants advised of the limited parking opportunity in their leases.

17.6.10 In addition to the above, within any S106 Agreement it will secure a commitment to a Car Club, provision of car club spaces and payment of a period of initial membership.

## 17.7 Cycle Parking

17.7.1 Cycle storage as well as being available at basement level, it is also proposed to provide cycle storage at ground floor level.

Unit type / size	Number of units (%)
1-bed	25 (34%)
2-bed	37 (51%)
3-bed	11 (15%)
<b>Total</b>	<b>73 (100%)</b>

17.7.2 With regards to the residential element of the London Plan (2015), it states in Table 6.3 (Cycle Parking minimum standards) that for dwellings (C3 use) the requirements for Long-stay are one space per studio and 1-bed room unit and two spaces per all other dwellings.

17.7.3 The current residential proposal (25 x 1-bed, 37 x 2-bed and 11 x 3-bed units) seeks to provide secure cycle parking for 128 bikes, over the requirements of the London Plan standards.

17.7.4 For the flexible commercial space, the current application proposes 9 cycle spaces.

17.7.5 A condition regarding full details of cycle storage will be imposed on any grant of planning permission (including locker and changing facilities for the commercial use – full wording refer to section 3.2 of this report).

## 18. Sustainability and Energy

18.1 The London Plan climate change policies as set out in Chapter 5, collectively require developments to minimise overheating and contribution to heat island effects; minimise solar glare in summer; contribute to flood risk reductions, including apply sustainable drainage principles; minimise water used; and protect and enhance green infrastructure and urban greening. Specific policies cover overheating, urban greening, living roofs and walls surface water run-off and minimising water use. The policies set out ways in which developers should consider and address mitigation of and adaptation to the effects of climate change.

18.2 Core Strategy policy seeks to encourage environmentally sustainable forms of development, the re-use and recycling of waste, traffic reduction and to encourage development that is energy efficient in terms of layout, orientation, design and use of materials.

18.3 An Energy Statement (2014) and Sustainability Statement (2014) has been submitted as part of the current application and in support of the proposal.

- 18.4 The overall carbon dioxide savings are proposed to be 36% measured against Part L 2013 target emission rate (TER).
- 18.5 The current application seeks to install green and brown roofs, photovoltaic panels and a living wall.
- 18.6 Conditions will be included in any recommendation to secure these sustainability measures (please refer to section 3.2 of this report). This will include a condition in regards to BREEAM.
- 18.7 It is considered, subject to conditions that the sustainability and energy efficiency credentials of the scheme are satisfactory.

## 19. Flood Risk

- 19.1 The NPPF sets out how flood risk should be considered at all stages of the planning and development process, in order to reduce future damage to property and loss of life.
- 19.2 The application site is located within Flood Zone 3 and is at high risk of flooding from the tidal River Thames. As such the Borough is fully defended from tidal flooding by existing defences of the Thames s Barrier and raised defences such as wall and concrete capped embankments. However, a breach in the raised defences together with an extreme tide level, although a low probability of occurrence, would have significant consequences with the eastern side of the Borough at greatest risk due to low ground elevations, the absence of any natural topographic barriers and the presence of canals in the area.
- 19.3 The applicant has submitted a Flood Risk Assessment (FRA) as part of the application in line with policy requirements. Residential development is classified as more vulnerable in terms of flood risk according to the NPPF. However, as the proposed residential accommodation are located above ground floor level and are therefore above the various flood levels, they can therefore act as flood refuges in the unlikely event of breach flooding. As such, it is considered that the proposed development to be low risk and no objections are raised.

## 20. Community Infrastructure Levy (CIL)

- 20.1 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, 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 CIL will contribute towards the funding of Crossrail. The Mayor has arranged boroughs into three charging bands. The rate for Greenwich is £35 per square metre.

20.2 The current application is liable to this requirement.

## 21. RBG CIL

21.1 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 25<sup>th</sup> March 2015 and came into effect in Royal Greenwich on the 6th April 2015.

21.2 The current application is liable to this requirement.

## 22. Viability

22.1 The Council's Independent Financial Assessor has reviewed the Viability Assessment and has stated that 'This application in its previous form was considered in December 2014 and found to be sound. The current variation reduces the overall residential number by one unit to 73 and reduces the affordable content from 14 to 11. The revised appraisal has been reconsidered and it is noted that whilst the original agreed benchmark land value has been retained correctly, sales values have risen as have costs. As such the level of return remains at well below current norms. In such circumstances, while the appraisal remains justifiable, a review mechanism is essential'.

22.2 The Independent Financial Assessor's full report will be provided in an Addendum.

## 23. Legal Agreement

23.1 The development of the site will require a Legal Agreement. The following Heads of Terms are proposed:

## 23.2 Housing

- Affordable Mix;
- Timing of the delivery of the Affordable Units;
- The scheme will be subject to financial review to ensure that the scheme delivers the maximum amount of affordable housing.

## 23.3 Transport

- Any highway works should be secured (and agreed separately with the Highways Authority) by S38 / S278 agreements as part of a Section 106 Agreement and at the developers expense.
- At the developers expense the applicant will pay the highway authority to carry out off-site highway works, including the requirement for a 'Keep Clear' marking o Gallions Road;
- Stage 2 Safety Audit (to support any access arrangement proposed);
- Car Club – A commitment to extending the existing car club, provision of car club spaces and payment of a period of initial membership.
- Ensure that residents and other occupiers of this development, except Blue Badge holders, are exempt from acquiring CPZ permits. Future occupants advised of the limited parking opportunity in their leases.

## 23.4 Employment and Training

- Commitment, participation and financial contribution towards GLLaB and business support.

## 23.5 Environmental Sustainability

- Implementation of a Low Emission Zone; and
- Contribution towards improving Air Quality in the Borough through the implementation of the Royal Borough's Air Quality Action Plan.

## 23.6 Other Obligations

- The provision of an Equal Opportunities Statement;
- Payment of legal, engineers cost; and
- Payment of S106 monitoring costs.

## 24. Implications for Disadvantaged Groups

24.1 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 proposal will secure 15% affordable accommodation (11 units) on-site, for those on limited incomes;
- Provision of accessible and adaptable wheelchair units;
- Access to and within the development for persons with physical disabilities has been addressed in the application; and
- The proposal will provide new job opportunities in the construction phase and through non-residential uses.

## 25. Conclusion

- 25.1 The proposed application to redevelopment this vacant site, demolition the existing building and construction of buildings up to 7-storeys in height to provide 73 new residential dwellings and one ground floor flexible use Class A1/A2/A3 or A4 unit with associated car and cycle parking at basement level, access, landscaping and amenity space, is considered to be acceptable.
- 25.2 The proposal is considered to overcome the previous reason for refusal (Ref: 14/3258/F). and therefore be in accordance with the objectives set out in the NPPF, London Plan (2015), Core Strategy (2014) and other relevant supplementary guidance.
- 25.3 Accordingly it is recommended that permission be granted for application reference 16/0132/F, in line with Section 3 of this report.

### Background Papers:

National Planning Policy Framework (2012)

Technical Housing Standards – Nationally Described Space Standard (2015)

The London Plan (2015) including MALP

Mayor's Housing SPG (2012)

Accessible London: Achieving an inclusive environment SPG (2014)

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

Planning Obligations SPD (2015)

Charlton Riverside Masterplan (2012)

Responses from consultations

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APPENDIX 4

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