

Appendix 2 - Conditions

1. Time Limit

The development to which this permission relates must be begun not later than the expiration of three (3) years beginning with the date on which the permission is granted.

Reason: As required by Section 91 of the Town and Country Planning Act 1990.

2. Approved Drawings

The development hereby approved shall be carried out in accordance with the following approved documents.

Approved Plans:

577-PTA-A1-ZZ-DR-A-400I P06; 577-PTA-A2-ZZ-DR-A-400I P05; 577-PTA-A-ZZ-DR-A-200I P03; 577-PTA-A-ZZ-DR-A-2002 P03; 577-PTA-A-ZZ-DR-A-2003 P03; 577-PTA-A-ZZ-DR-A-300I P03; 577-PTA-A-ZZ-DR-A-3002 P03; 577-PTA-B1-ZZ-DR-A-400I P06; 577-PTA-B-ZZ-DR-A-200I P03; 577-PTA-B-ZZ-DR-A-2002 P03; 577-PTA-B-ZZ-DR-A-300I P03; 577-PTA-C1-ZZ-DR-A-400I P05; 577-PTA-C2-ZZ-DR-A-400I P04; 577-PTA-C-01-DR-A-100I P03; 577-PTA-C-09-DR-A-100I P01; 577-PTA-C-12-DR-A-100I P01; 577-PTA-C-13-DR-A-100I P01; 577-PTA-C-14-DR-A-100I P01; 577-PTA-C-RF-DR-A-100I P03; 577-PTA-C-ZZ-DR-A-1006 P01; 577-PTA-C-ZZ-DR-A-1007 P01; 577-PTA-C-ZZ-DR-A-200I P03; 577-PTA-C-ZZ-DR-A-2002 P03; 577-PTA-C-ZZ-DR-A-300I P03; 577-PTA-D1-ZZ-DR-A-400I P05; 577-PTA-D-01-DR-A-100I P03; 577-PTA-D-06-DR-A-100I P01; 577-PTA-D-RF-DR-A-100I P03; 577-PTA-D-ZZ-DR-A-1002 P03; 577-PTA-D-ZZ-DR-A-1003 P01; 577-PTA-D-ZZ-DR-A-200I P03; 577-PTA-D-ZZ-DR-A-2002 P03; 577-PTA-D-ZZ-DR-A-2003 P03; 577-PTA-D-ZZ-DR-A-300I P03; 577-PTA-E1-ZZ-DR-A-400I P06; 577-PTA-E-03-DR-A-100I P01; 577-PTA-E-04-DR-A-100I P01; 577-PTA-E-05-DR-A-100I P01; 577-PTA-E-06-DR-A-100I P01; 577-PTA-E-RF-DR-A-100I P03; 577-PTA-E-ZZ-DR-A-100I P05; 577-PTA-E-ZZ-DR-A-200I P03; 577-PTA-E-ZZ-DR-A-300I P03; 577-PTA-MP-ZZ-SH-A-000I_STACK P13; 577-PTA-ZZ-03-DR-A-110I P14; 577-PTA-ZZ-04-DR-A-110I P08; 577-PTA-ZZ-05-DR-A-110I P11; 577-PTA-ZZ-06-DR-A-110I P08; 577-PTA-ZZ-07-DR-A-110I P11; 577-PTA-ZZ-08-DR-A-110I P08; 577-PTA-ZZ-09-DR-A-110I P11; 577-PTA-ZZ-10-DR-A-110I P11; 577-PTA-ZZ-11-DR-A-110I P11; 577-PTA-ZZ-12-DR-A-110I P11; 577-PTA-ZZ-13-DR-A-110I P10; 577-PTA-ZZ-14-DR-A-110I P10; 577-PTA-ZZ-16-DR-A-110I P09; 577-PTA-ZZ-17-DR-A-110I P08; 577-PTA-ZZ-18-DR-A-110I P08; 577-PTA-

ZZ-19-DR-A-1101 P09; 577-PTA-ZZ-20-DR-A-1101 P07; 577-PTA-ZZ-21-DR-A-1101 P07; 577-PTA-ZZ-RF-DR-A-1101 P07; 577-PTA-ZZ-ZZ-DR-A-1105 P03; 577-PTA-ZZ-ZZ-DR-A-1201 P03; 577-PTA-ZZ-ZZ-DR-A-1202 P03; 577-PTA-ZZ-ZZ-DR-A-1301 P04; 577-PTA-ZZ-ZZ-DR-A-1302 P04; 577-PTA-ZZ-15-DR-A-1101 P10; 577-PTA-C-15-DR-A-1001 P02; 577-PTA-A-00-DR-A-1001 P04; 577-PTA-A-01-DR-A-1001 P04; 577-PTA-A-02-DR-A-1001 P05; 577-PTA-A-09-DR-A-1001 P05; 577-PTA-A-10-DR-A-1001 P05; 577-PTA-A-11-DR-A-1001 P02; 577-PTA-A-12-DR-A-1001 P02; 577-PTA-A-13-DR-A-1001 P02; 577-PTA-A-16-DR-A-1001 P02; 577-PTA-A-RF-DR-A-1001 P04; 577-PTA-A-ZZ-DR-A-1006 P03; 577-PTA-A-ZZ-DR-A-1007 P02; 577-PTA-A-ZZ-DR-A-1008 P02; 577-PTA-B-00-DR-A-1001 P04; 577-PTA-B-01-DR-A-1001 P04; 577-PTA-B-02-DR-A-1001 P05; 577-PTA-B-09-DR-A-1001 P04; 577-PTA-B-10-DR-A-1001 P04; 577-PTA-B-15-DR-A-1001 P02; 577-PTA-B-19-DR-A-1001 P02; 577-PTA-B-RF-DR-A-1001 P04; 577-PTA-B-ZZ-DR-A-1003 P05; 577-PTA-B-ZZ-DR-A-1006 P02; 577-PTA-B-ZZ-DR-A-1007 P02; 577-PTA-B-ZZ-DR-A-1008 P02; 577-PTA-C-00-DR-A-1001 P04; 577-PTA-D-00-DR-A-1001 P04; 577-PTA-E-00-DR-A-1001 P04; 577-PTA-ZZ-00-DR-A-1101 P16; 577-PTA-ZZ-01-DR-A-1101 P16; 577-PTA-ZZ-02-DR-A-1101 P16, TM402-L03A; TM402 - L04A; TM402 - L05A; TM402 - L06A.

Approved Reports:

Detailed Arboricultural Report (April 2020), Waste Management Strategy (November 2020), Transport Assessment Addendum (November 2020), Sustainability Statement (November 2020), Planning Report (November 2020), Noise Assessment (November 2020), Housing and Viability Assessment (November 2020), Flood Risk Assessment and Drainage Strategy Technical Note (November 2020), Fire Safety Statement (November 2020), Energy Statement (November 2020), Design and Access statement (November 2020), Accommodation Schedule (577-PTA-MP-ZZ-SH-A-0001_STACK – Rev. P13).

Approved Environmental Statement dated June 2019, with addendums dated May 2020 and November 2020, prepared by WSP, which includes:

Volume 1: Environmental Statement
Chapter 6: Local Air Quality
Chapter 7: Archaeology
Chapter 8: Daylight, Sunlight and Overshadowing
Chapter 9: Wind Microclimate
Chapter 10: Ground Conditions and Contamination
Chapter 11: Socio-economics
Chapter 12: Transport and Access

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Chapter 13: Water Resources, Flood Risk and Drainage

Chapter 15: Cumulative Effects

Chapter 16: Summary of Effect and Mitigation Measures

Chapter 17: Summary of Residual Effects

Volume 2: Townscape, Heritage and Visual Impact Assessment

Volume 3: Technical Appendices

Volume 4: Non-Technical Summary

Reason: For the avoidance of doubt and in the interests of proper planning and to ensure that the land uses within the development do not have any effects which have not been assessed in the Environmental Statement.

3. No Amendments to Approved Plans

No amendments to approved plans will be accepted unless:

- (A) The Local Planning Authority first determines in writing that there is not likely to be a significant adverse environmental effect arising from the proposed amendments in comparison with the plans already subjected to environmental impact assessment and approved by this permission; or
- (B) The submission for amendment has been accompanied by a supplementary Environmental Impact Assessment assessing the likely significant environmental effects of the amendments proposed in comparison with the plans already subjected to environmental impact assessment and the application has been appraised in accordance with the procedure set out in the Town & Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017, as if the Regulations applied to the application to amend under this condition as they would apply to an application under Section 73 of the Town & Country Planning Act 1990 (as amended).

Reason: To ensure that the development is carried out in accordance with the parameters assessed in the Environmental Statement, as may be modified by those conditions which the Local Planning Authority considers necessary to secure a satisfactory development and to ensure that amendments to the plans may be made providing the proposed changes either do not give rise to likely significant adverse effects in comparison with the plans authorised by this; or that prior to approval such likely effects are subject to environmental assessment.

4. Compliance with the EIA Mitigation Measures

The development shall be carried out in accordance with the mitigation measures set out in the Environmental Statement (dated June 2019), and subsequent addendums (dated May 2020 and November 2020) and whenever the local planning authority is requested to approve a variation to those mitigation measures or a non-material or minor amendment as provided by planning procedures, it shall only do so if it is satisfied that the proposed variation or amendment would not have any significant environmental effects which have not been assessed in the Environmental Statement.

Reason: To ensure that the details of the development are within the parameters assessed in the Environmental Statement and that the development is carried out in accordance with the mitigation measures set out in the Environmental Statement in order to minimise the environmental effects of the development.

5. Development Phasing

Prior to the commencement of the development hereby approved, a Phasing Plan, showing the location of all phases and the programme for the phasing of the development (including a demolition phase), shall be submitted to, and approved in writing by, the Local Planning Authority.

The Development shall be implemented in accordance with the details and timings of the agreed Phasing Plan.

Reason: To allow the development process to be managed effectively and efficiently with appropriate build-out times which correspond to the timing of associated infrastructure in accordance with Policy IM1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

6. Demolition Management Plan

Prior to the commencement of the development hereby approved, including demolition and site preparation works, a Demolition Management Plan (DMP) shall be submitted to, and approved in writing by, the Local Planning Authority, in conjunction with Transport for London, to minimise impacts to the local highway network and to control noise, vibration and air pollutants generated as a result of the construction process. These documents shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, the council's Construction Site Noise Code of Practice (http://www.royalgreenwich.gov.uk/downloads/file/470/noise_from_major_co

nstruction _sites _leaflet), BRE Pollution Control Guides ‘Controlling particles and noise pollution from construction sites’ and ‘Controlling particles, vapour and noise pollution from construction sites’. The CLP and CMP shall include details of (but shall not be limited to):

- (a) loading and unloading of plant and materials;
- (b) storage of plant and materials;
- (c) programme of works;
- (d) measures for traffic management and encouragement of sustainable modes of transport for workers;
- (e) details of a vehicle booking system
- (f) provision of boundary hoarding and visibility zones of construction traffic routing;
- (g) hours of operation;
- (h) means to prevent deposition of mud on the highway;
- (i) likely noise levels to be generated from plant and construction works;
- (j) a dust risk assessment;
- (k) means to monitor and control dust, noise and vibrations;
- (l) haulage routes;
- (m) a site plan identifying location of site entrance, exit, wheel washing, hard standing hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
- (n) bonfire policy;
- (o) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;
- (p) an air quality impact assessment for the construction phase, including details of monitoring (with particular reference to particulates); and
- (q) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW must be registered at <http://nrmm.london/>.
- (r) an explanation of how construction-phase contamination and remediation risks, to the wider environment, neighbours and construction workers will be controlled.
- (s) An Asbestos Survey and Management Plan

The development shall be constructed in accordance with the approved Plans.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, and to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties in accordance with Policy

IM5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014) and the Greener Greenwich SPD.

7. Construction Logistics Plan and Construction Management Plan

Prior to the commencement of the development hereby approved, (excluding the demolition phase), a Construction Logistics Plan (CLP) and a Construction Management Plan (CMP) shall be submitted to, and approved in writing by, the Local Planning Authority, in conjunction with Transport for London, to minimise impacts to the local highway network and to control noise, vibration and air pollutants generated as a result of the construction process. These documents shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, the council's Construction Site Noise Code of Practice

(http://www.royalgreenwich.gov.uk/downloads/file/470/noise_from_major_construction_sites_leaflet), BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites'. The CLP and CMP shall include details of (but shall not be limited to):

- (a) loading and unloading of plant and materials;
- (b) storage of plant and materials;
- (c) programme of works;
- (d) measures for traffic management and encouragement of sustainable modes of transport for workers;
- (e) details of a vehicle booking system
- (f) provision of boundary hoarding and visibility zones of construction traffic routing;
- (g) hours of operation;
- (h) means to prevent deposition of mud on the highway;
- (i) likely noise levels to be generated from plant and construction works;
- (j) a dust risk assessment;
- (k) means to monitor and control dust, noise and vibrations;
- (l) haulage routes;
- (m) a site plan identifying location of site entrance, exit, wheel washing, hard standing hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
- (n) bonfire policy;
- (o) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;
- (p) an air quality impact assessment for the construction phase, including details of monitoring (with particular reference to particulates); and

(q) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW must be registered at <http://nrmm.london/>.

(r) an explanation of how construction-phase contamination and remediation risks, to the wider environment, neighbours and construction workers will be controlled.

(s) An Asbestos Survey and Management Plan

The development shall be constructed in accordance with the approved Plans.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, and to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties in accordance with Policy IM5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014) and the Greener Greenwich SPD.

8. Contamination Risks

Prior to the commencement of the development hereby approved (excluding the demolition phase), a strategy to deal with the potential risks associated with any contamination of the site shall be submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

- (A) a preliminary risk assessment which has identified:
 - (i) all previous uses;
 - (ii) potential contaminants associated with those uses;
 - (iii) a conceptual model of the site indicating sources, pathways and receptors;
 - (iv) potentially unacceptable risks arising from contamination at the site.
 - (v) provision of a Foundation Works Risk Assessment of the risks posed to the underlying aquifers by the proposed foundation works.

- (B) a site investigation scheme, based on (A) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site and during construction.

- (C) the results of the site investigation and the detailed risk assessment referred to in (B) 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, including mitigation following the Foundation Works Risk Assessment.

- (D) 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 (C) 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 written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution, in line with the National Planning Policy Framework (NPPF) (Paragraph 170) and Policy E(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

9. Verification Report

Prior to the first occupation of any part of the development hereby approved, a verification report demonstrating the completion of works set out in the approved remediation strategy (Condition 8, part D) and the effectiveness of the remediation shall be 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.

Reason: To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete, in line with the National Planning Policy Framework (NPPF) (Paragraph 170) and Policy E(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

10. Landscape, Biodiversity Enhancement and Management Plan

Notwithstanding the information contained within the Preliminary Ecological Appraisal (1st Issue, 13/08/2018), prior to the commencement of each phase of development (including the demolition phase), a Landscape, Biodiversity Enhancement and Management Plan, including mitigation measures for demolition and construction, long-term design objectives, management

responsibilities and maintenance schedules for soft and hard landscaped areas, 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 and achieve an Urban Greening Factor (UGF) score of at least 0.3 for the site.

The submitted report shall include:

- (A) Ecological Appraisal demonstrating the details of all features of ecological value on the site and setting out measures for their protection during construction works. Any mitigation measures identified therein shall be implemented in accordance with the approved details.
- (B) Detailed phase II roosting bats' and nesting birds' surveys which include: bat exit / re-entry and nesting bird checks, if evidence of these species is recorded.
- (C) An invasive species survey, and dependent on the results, a detailed method statement for the removal or long-term management /eradication of invasive species on the site. The method statement shall include proposed measures to prevent the spread of butterfly bush and cherry laurel during any operations such as mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981.
- (D) Details to protect the established vegetation from any damage that could be caused during demolition and construction. All works should be undertaken by a suitably qualified and experienced specialist contractor and should conform to current industry best practice, i.e. BS 3998: 2010 'Tree Work - Recommendations'. The details should ensure that existing commuting/foraging routes currently utilised by bats and other wildlife are maintained.
- (E) Details from a suitably qualified ecologist specifying how the landscape features have been developed for biodiversity and ecological enhancement, are linked and will become part of the wider green infrastructure as well as provide ecological corridors for the local fauna as appropriate. The mitigation and enhancement should include the following:
 - (i) Native and/or nectar producing and/or deciduous plant and tree species preferably of local provenance;
 - (ii) Diversity grassland areas such as lawns with low growing native herbs, unmown grass verges, wildflower mixes on amenity and recreational open spaces and/or meadow areas;
 - (iii) Dense areas of shrubbery;

- (iv) Habitat areas identified in the Greenwich Biodiversity Action Plan;
 - (v) Living roofs and walls including extensive green roofs, brown roofs, intensive green roofs, biosolar roofs, compliant with GRO Green Roof Code (2014 or subsequent version) and assessment of the effectiveness of the living roof/wall as a source control mechanism and interceptor for a Sustainable Urban Drainage System (SUDS);
 - (vi) Bird and bat sensitive lighting;
 - (vii) Street trees; and
 - (viii) Artificial nesting and roosting sites (including bird, bat and invertebrate boxes).
 - (ix) Where habitats are created as mitigation for development, management plans for the habitat shall also be provided detailing how the areas are to be managed in the longer term. Once approved the mitigation and management plans shall be undertaken in accordance with the approved details.
- (F) Evidence that the ecological measures approved under parts (A) to (E) have been installed in accordance with the details above should be submitted to and approved in writing by the local planning authority prior to first use of the non-residential buildings within the development.

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 well-being and comply with London Plan (2021) policies G1 (Green Infrastructure), G5 (Urban Greening), S113 (Sustainable Drainage) and G6 (Biodiversity and Access to Nature) and policies OS4 (Biodiversity), DH1 (Design) and E(f) Living Roofs and Walls of the Royal Greenwich Core Strategy and Detailed Policies 2014.

II. Explosive Ordnance

- a) Prior to the commencement of each phase of development (including the demolition phase), a Preliminary Risk Assessment to identify the risks associated with unexploded ordnance (UXO) threat of the site shall be submitted to and approved, in writing, by the Local Planning Authority. Any Preliminary Risk Assessment of UXO hazards must be undertaken in compliance with current guidance for managing UXO risks (e.g.C681). The investigation shall include, but not be limited to:
- Home Office WWII Bomb Census Maps;
 - WWII and post-WWII aerial photography;
 - Official Abandoned Bomb Register;
 - LCC Bomb Damage maps;

- Information gathered from the National Archives at Kew;
 - Historic UXO information.
- b) Should the preliminary risk assessment identify the need for further investigation, the following shall be submitted to and approved, in writing, by the Local Planning Authority prior to the commencement of that phase:
- A Detailed Risk Assessment and Intrusive UXO Survey, based on (1) to characterise the site and; provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - Following the results and outcomes of the Preliminary and Detailed Risk Assessments, a Risk Mitigation Plan giving full details of the mitigation measures required and how they are to be undertaken. This requires the provision of both a Mitigation Implementation and Verification Plan.
 - Details attaining to Operational UXO Emergency Response Plan; and UXO Safety & Awareness Briefings – must also be provided.
 - The identified mitigation must be carried out in accordance with the approved details.
- c) On completion of the above (b), and prior to the commencement of that phase, a final Verification Report is required to demonstrate that the works set out in (b) have been completed, along with any requirements for longer-term monitoring of risks, maintenance and arrangements for contingency action. Longer term monitoring shall be carried out in accordance with the approved details.

Reason: To ensure that appropriate arrangements are in place in the event of the discovery of UXO and to ensure that environmental and health risks have been satisfactorily managed so that the site is deemed suitable for use; in accordance with the aims of the National Planning Policy Framework (NPPF); and with Policies E(e) of the Royal Borough of Greenwich Local Plan: Core Strategy with Detailed Policies (2014); and policy SDI of the London Plan (2021)

12. 'Be seen' energy monitoring

The development hereby approved shall be constructed to comply with the GLA 'Be Seen' energy monitoring requirements as set out below for a minimum period of five years from first occupation, for each phase:

- (A) Prior to the commencement of each phase of the development (excluding the demolition phase), accurate and verified estimates of the 'be

seen' energy performance indicators, as outlined in Chapter 3 'Planning stage' of the GLA 'Be seen' energy monitoring guidance shall be submitted to the GLA's monitoring portal and Local Planning Authority for information.

- (B) Upon completion of the 'as-built' design for each phase (upon commencement of RIBA Stage 6) and prior to occupation of each phase of residential development, updated accurate and verified estimates of the 'be seen' energy performance indicators for each reportable unit of the development, as well as supporting evidence, as per the methodology outlined in Chapter 4 'As-built stage' of the GLA 'Be seen' energy monitoring guidance, shall be uploaded to the GLA's monitoring portal and submitted to the Local Planning Authority for information. Confirmation that suitable monitoring devices have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in Chapter 5 'In-use stage' of the GLA 'Be seen' energy monitoring guidance document should also be provided.
- (C) Upon completion of the first year of occupation for each phase, following the end of the defects liability period (DLP) and for the following four years, accurate and verified annual in-use energy performance data as well as supporting evidence for all relevant indicators under each reportable unit of the development as per the methodology outlined in Chapter 5 'In-use stage' of the GLA 'Be seen' energy monitoring guidance shall be uploaded to the GLA's monitoring portal and submitted to the Local Planning Authority for information.
- (D) In the event that the in-use evidence submitted under part (C) shows that the as-built performance estimates have not been or are not being met for two consecutive years, the legal Owner shall investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'be seen' spreadsheet within 3 months of identifying a shortfall against the as-built performance estimates. Where measures are identified, which can be reasonably practicable to implement, an action plan comprising such measures shall be prepared and submitted to the Local Planning Authority for written approval within 3 months of identifying a shortfall against the as-built performance estimates. The measures approved by the Local Planning Authority shall be implemented by the legal Owner based on the agreed action plan timescales, and in any event, no later than 6 months following approval of the action plan.

Reason: In order to ensure that actual operational energy performance is minimised and demonstrate compliance with the 'be seen' post-construction monitoring requirement of Policy SI 2 of the London Plan.

13. Whole lifecycle carbon assessment

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- (A) Prior to the commencement of the development hereby approved (including the demolition phase), a Whole Life-Cycle Carbon Assessment (WLCCA) shall be prepared in accordance with London Plan Policy SI2 and the draft Whole Life-Cycle Carbon Assessments guidance (as updated) and submitted to the Local Planning Authority for written approval, in consultation with the GLA. In preparing the WLCCA, the applicant should consider reporting the embodied carbon of products linked to mechanical, electrical and public health (MEP) systems in line with CIBSE TM65 or other appropriate guidance as appropriate.
- (B) Prior to the first occupation of each phase of the development hereby approved, the post-construction tab of the GLA's whole life carbon assessment template shall be completed accurately and in its entirety in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment shall provide an update of the information submitted at planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the actual materials, products and systems including MEP systems used. This should be submitted to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance and Local Planning Authority for information.

Reason: In the interests of sustainable development and ensure the carbon emissions resulting from the materials, construction and MEP and the use of a building over its entire life have been appropriately reduced in line with London Plan Policy SI2.

14. Sustainable Design and Construction Standards

Prior to the commencement of each phase of development (including the demolition phase), a sustainability statement, which includes full details of the sustainability measures that are to be incorporated into the development to achieve the requirements of the local, regional and national planning policies shall be submitted to, and approved in writing by the local planning authority. In demonstrating compliance, reference to the Mayor's Sustainable Design and Construction SPG (2014) and Royal Borough of Greenwich, Greener Greenwich SPD and their criteria is essential.

Reason: In the interest of addressing climate change and to secure sustainable development in accordance with policies D3, S11, SI2, SI3, SI4, SI7, S112 and S113 of the London Plan 2021, Policy DHI Design of Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014) and Royal Borough of Greenwich, Greener Greenwich SPD (2014).

15. Cranes

No cranes or scaffolding shall be erected on the site unless and until construction methodology and diagrams clearly presenting the location, maximum operating height, radius and start/finish dates for the use of cranes during the development has been submitted to and approved in writing by the Local Planning Authority, in conjunction with London City Airport.

Reason: The use of cranes or tall equipment in this area has the potential to impact LCY operations, therefore they must be assessed before construction in accordance with Policy IM(d) of the Royal Greenwich Local Plan (2014).

16. Satellite Antennas and Aviation

No satellite antenna, apparatus or plant of any sort (including structures or plant in connection with the use of telecommunication systems or any electronic communications apparatus) shall be erected on the site or roof of any Buildings unless and until details of their size and location have previously been submitted to and approved by the Local Planning Authority in consultation with London City Airport.

Reason: In the interest of aviation safety in accordance with Policy IM(d) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

17. Bird Hazard Management

Prior to the commencement of each phase of development (excluding the demolition phase), a detailed scheme for green and/or brown roofs, landscaping and an associated bird hazard management plan shall be submitted to and approved in writing, by the Local Planning Authority, in consultation with London City Airport. The bird hazard management plan must follow the template provided by London City Airport. All green/brown roofs and landscaping should be designed to make them unattractive to London City Airport's bird species of concern so as not to have an adverse effect on the safety of operations at London City Airport.

The development shall be implemented in accordance with the approved details and so retained in perpetuity.

Reason: In the interest of aviation safety in accordance with Policy IM(d) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

18. Highways – Signs, Road Markings and Traffic Calming

Prior to the commencement of each phase of development (excluding the demolition phase), full details of traffic calming measures, road markings, signage, street lighting, highways drainage, location of highways, and trees (including size and species) within the relevant part of the development shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall be implemented in accordance with the approved details.
Reason: In order to maintain safety for all road users and to ensure compliance with Policies IM4 and IM5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies.

19. Water Efficiency

- (i) Prior to the commencement of each phase of development (excluding the demolition phase), Water Efficiency calculations, prepared by suitably qualified assessor, shall be submitted to and approved in writing by the local planning authority to demonstrate that the detailed design of the development is designed to meet water efficiency standards with a maximum water use target of 105 litres of water per person per day for the residential and BREEAM Excellent standard for the 'Wat 01' BREEAM water category for the non-residential.
- (ii) Prior to the occupation of each phase of residential development, evidence that each residential unit has incorporated water saving and monitoring measures that is in line with Part (i) shall be submitted to the Local Planning Authority for written approval.
- (iii) Prior to the occupation of each non-residential unit, evidence that each unit within the non-residential spaces have incorporated water saving and monitoring measures that will prevent the undue consumption of water in line with Part (i) shall be submitted to the Local Planning Authority for written approval.

Reason: To ensure the sustainable use of water, in accordance with the approved sustainability statement and policy SI5 of London Plan (2021) and Policy DHI Design of Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014) and Royal Borough of Greenwich Greener Greenwich SPD (2014).

20. BRE Green Guide

Prior to the commencement of each phase of development (excluding the demolition phase), details demonstrating that all building materials to be used on the residential and non-residential components of the phase of

development comply with the BRE Green Guide to Housing Specification categories A, B or C shall be submitted to and approved by the Local Planning Authority.

If the relevant part of the development falls below the C category, proposed measures will be identified to seek to achieve the required categories.

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

Reason: To comply with Policy D3 of the London Plan (2021) and Policy IM4 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

21. Rainwater Recycling

- (i) Prior to the commencement of each phase of development (excluding the demolition phase), a report on the feasibility of a rainwater recycling system for irrigation requirements shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details as approved, shall be maintained as such thereafter and shall not be amended without the prior written consent of the Local Planning Authority.
- (ii) Within six months of completion of the installation of the large scale rainwater recycling system for each phase, evidence of commissioning and evidence that the rainwater recycling system has been installed in accordance with the details approved under Part (i) shall be submitted to the Local Planning Authority for written approval. The development shall be carried out in accordance with the details as approved, shall be maintained as such thereafter and shall not be amended without the prior written consent of the Local Planning Authority.

Reason: To reduce the amount of potable water consumed from the water mains supply and contribute towards the sustainable use of water to comply with Policy D8, S113 of the London Plan (2021) and Policy DH1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

22. Overheating and Cooling - Residential

Prior to the commencement of each phase of development (excluding the demolition phase), details of the dynamic thermal modelling using the guidance and criteria provided in CIBSE TM59 & TM49 (DSY1, DSY2 and DSY3) and the Cooling Hierarchy, which demonstrate how these units

perform against and surpass the overheating criteria, shall be submitted to the Local Planning Authority for written approval. The details of any additional measures to be incorporated into each residential unit to minimise the risk of overheating (without active cooling) shall also be submitted and evidence that these measures can and will be incorporated into the residential component of the development if the dynamic thermal modelling demonstrates that overheating would occur. Compliance with Criterion 3 of the Building Regulations should also be demonstrated.

Each residential unit shall thereafter be constructed in accordance with the approved details.

Reason: To ensure that each residential unit within the development, hereby approved, is energy efficient and to reduce the risk of overheating in line with policy SI4 of the London Plan 2021, and policies DH1 and EI of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014).

23. Overheating and Cooling - Non-residential

Prior to the commencement of each phase of development (excluding the demolition phase), details of the dynamic thermal modelling using the guidance and criteria provided in CIBSE TM52 & TM49 (DSY1, DSY2 and DSY3) and the Cooling Hierarchy, which demonstrate how these units perform against and surpass the overheating criteria, shall be submitted to the Local Planning Authority for written approval. The details of any additional measures to be incorporated into each non-residential unit to minimise the risk of overheating (without active cooling first) shall also be submitted and evidence that these measures can and will be incorporated into the development if the dynamic thermal modelling demonstrates that overheating would occur. Compliance with Criterion 3 of the Building Regulations should also be demonstrated and the actual cooling demand (kW/m²) (if required) should be demonstrated to be significantly reduced compared to the notional.

Each non-residential unit shall thereafter be constructed in accordance with the approved details.

Reason: To ensure that the non-residential development, hereby approved, is energy efficient and to reduce the risk of overheating in line with policy SI4 of the London Plan 2021, and policies DH1 and EI of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014).

24. Energy Strategy

- (A) Notwithstanding the details contained within the Energy Statement (Rev 04 prepared by Hoare Lea - 12 November 2020), prior to the commencement of each phase of development (excluding the demolition phase), a revised Energy Strategy shall be submitted to the Local Planning Authority for written approval. The Energy Strategy shall:
- (i) outline the measures to be incorporated into the residential and non-residential components of the development to comply with the zero carbon standard (regulated carbon dioxide emissions) above Building Regulations Part L 2013 taking into account the changes proposed under the revised Interim Building Regulations Part L and Future Homes Standards.
 - (ii) investigate energy efficiency measures to maximise energy and carbon savings prior to incorporation of renewable/low carbon technologies. The carbon emissions and associated savings at the Be Lean case must be assessed and demonstrated against SAP 2012 emissions factors;
 - (iii) identify measures to reduce energy uses not covered by Building Regulations (un-regulated);
 - (iv) be based on a site-wide heat network supplied by a single energy centre and demonstrate that the number of energy centres/networks have been minimised;
 - (v) investigate ways of reducing peak sizes of installed post-occupancy;
 - (vi) provide technical details for all technologies proposed including but not limited to types of refrigerants proposed for the technology and heat network, efficiencies of systems, refrigerant leak detector and refrigerants' Global Warming Potential etc;
 - (vii) maximise onsite renewable energy generation, subject to operational plant requirements and overshadowing constraints;
 - (viii) submit the GLA's Carbon Emission Reporting spreadsheet demonstrating the carbon dioxide emissions and associated savings;
- (B) Within three-months of practical completion of each phase and prior to occupation of the residential units and prior to first use of the non-residential spaces within a phase, the following information shall be submitted to the Local Planning Authority for written approval:
- (i) final technical information in line with GLA's energy assessment guidance and evidence including commissioning of installation that the renewable/low carbon technologies are installed in accordance with Part (A) and certified under the Microgeneration Certification Scheme (MSC), if appropriate, and comply with the Enhanced Capital Allowances (ECS) product criteria, if appropriate.

- (ii) machinery/apparatus location, specification and operational details of renewable/low carbon technologies in accordance with Part (A) and condition 25 (Communal/District Heating).
- (iii) a management plan for the operation of the renewable/low carbon technologies in accordance with Part (A) and condition 25 (Communal/District Heating).
- (iv) a servicing plan including times, location, frequency, method of servicing of the renewable/low carbon technologies and condition 25 (Communal/District Heating).
- (v) Evidence that energy efficient appliances and other appropriate measures have been incorporated to reduce the energy demand and unregulated energy usage in accordance with Part (A).
- (vi) Energy Performance Certificates [EPC's], detailed modelling output reports showing clearly the DER/BER and TER from the “as built stage” to confirm compliance with the carbon dioxide savings achieved through energy efficiency measures and the energy servicing strategy approved under Part (A).
- (vii) Detailed thermal bridging calculations for both residential and non-residential components and ‘As Built’ SAP Thermal Bridging and SAP Overheating modelling output reports to confirm compliance with Accredited Construction Details (ACDs) (psi-value ≤ 0.15) and minimisation of overheating risk and Criterion 3 of the Building Regulations Part L 2013.

The approved development shall be carried out strictly in accordance with the details as approved, and the necessary equipment shall be installed and operational prior to the first occupation of the residential and non-residential component within the development.

Reason: To ensure that the development hereby approved is energy efficient and to contribute to the avoidance of need for new fossil fuel or other primary energy generation capacity and to reduce emissions of greenhouse gases and to minimise the impact of building emissions on local air quality in the interests of health, in accordance with Policy EI of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014), the Greener Greenwich SPD (2014) and the Mayor’s Sustainable Design and Construction SPG (2014) or subsequent versions.

25. Communal/District Heating

- (A) Prior to the commencement of each phase of development (excluding the demolition phase), the following details shall be submitted to the Local Planning Authority for written approval:

- (i) Details of the plant room(s), including size, layout and location, and thermal stores (if available);
- (ii) Details of the technologies and associated equipment to serve the energy requirements of the development, including technical information such as operational data and operational performance, costs and QI rating, carbon intensity of heat network (kgCO₂/kWh), monthly demand profiles for heating and hot water and cooling demand, analysis used to determine size of the proposed technology (and any other details the Local Planning Authority deems necessary);
- (iii) Details of the pipe network (including the size and route, flow and return temperatures, total length of the heat network in metres (flow and return) distribution and transmission, diagram route, total plant heating capacity, total heat generated, total heat supplied to premises and how primary and secondary site heat network losses have been minimised) for the connection of the residential and/or non-residential components into the site wide heat network;
- (iv) Details of schematic of the site wide heat network showing all residential units and/or non-residential units connected into it;
- (v) The method of how the facility and/or infrastructure shall be designed to allow for the future connection of the development to an offsite heat network and/ or private wite network including connection point on the ground floor; drawings and floor plans;
- (vi) Details and evidence to demonstrate that the district heating network shall be designed in accordance with Heat Networks: Code of Practice for the UK (based on the latest technical guidance), Heat Trust Standards and Heat Network (Metering and Billing) Regulations (HNMBR).

The details approved under part (A) shall be implemented as approved.

(B) Within six months of occupation of the residential and non-residential components of each phase within the development, details and evidence of a post-commissioning assessment, completed by an independent assessor, for any centralised system installed to provide the space heating/ hot water/ cooling, certifying that it has been well designed in line with Part A, runs efficiently, has reliability of supply, a reasonable customer tariff and appropriate management and maintenance arrangements are in place, shall be submitted to an approved in writing by, the local planning authority.

Reason: To ensure that the allocated space for energy equipment within the development is designed in a manner that ensures that the development contributes to reducing the use of fossil fuel or other primary energy

generation capacity, is designed to connect to an offsite heating and/or private wire network and to reduce emissions of greenhouse gases in accordance with policies SI2, SI3 of the London Plan 2021, policies DHI and EI of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014), the Mayor’s Sustainable Design and Construction SPG (2014) and Greener Greenwich SPD (2014).

26. Play Space

- a) Prior to the commencement of each phase of development (excluding the demolition phase), full details of the children’s play areas, including details of play equipment and safety measures, shall be submitted to and approved in writing by the Local Planning Authority.

The details of the children’s play area and play equipment to be installed shall achieve substantial compliance with the Mayor’s Supplementary Planning Guidance ‘Shaping Neighbourhoods: Children and Young People’s Play and Informal Recreation’ (September 2012) (or such other relevant standard).

- b) The play areas and play equipment shall be fully implemented in accordance with the approved details prior to the first occupation of each phase and shall be retained in perpetuity thereafter.

Reason: In order to ensure that sufficient on-site play facilities are provided for the future occupiers of the development and to ensure compliance with Shaping Neighbourhoods: Play and Informal Recreation SPG (2012), Policy S4 of the London Plan (2021) and Policy H(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

27. Fire Strategy

Prior to the commencement of each phase of development (excluding the demolition phase), a Fire Safety Strategy shall be submitted to, and approved in writing by, the local planning authority, in consultation with the London Fire Brigade which shall:

- (a) identify suitably positioned unobstructed outside space for fire appliances to be positioned on and appropriate for use as an evacuation assembly point;
- (b) be designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire, including appropriate fire alarm systems and passive and active fire safety measures;

- (c) be designed and constructed in an appropriate way to minimise the risk of fire spread;
- (d) provide suitable and convenient means of escape, and associated evacuation strategy for all building users;
- (e) include a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in; and
- (f) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.
- (g) have regard to the residential properties located above the hotel and the impact of the proposal on their means of escape.

The fire strategy, together with the means of escape shall be provided to all guests on arrival.

Reason: In the interests of fire safety and in accordance with Policy D12 of the London Plan (2021).

28. Wind Mitigation

Prior to the commencement of each phase of development (excluding the demolition phase), full details of the proposed wind mitigation measures required to allow the upper terraces and recessed balconies of Blocks A, B and C; the bolt-on balconies of Block A, B and E; the corner recessed balconies of Blocks A, B and C; the upper terraces of Blocks A, B and C; and the entrances to Block C and Block E achieve a ‘sitting’ comfort rating (using Lawsons Comfort Criteria), as outlined in the Environmental Statement Technical Note – Wind Microclimate (November 2020), shall be submitted to, and approved in writing by, the local planning authority.

The wind mitigation measures shall be installed prior to the first occupation of each phase of the development hereby approved, and any measures which are removed or destroyed within the first five years after occupation of each phase shall be reinstated in accordance with the approved details.

Reason: To ensure microclimate and wind conditions in the vicinity of the site are not significantly worsened as a result of the development, in accordance with Policy DH1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

29. Archaeology

- (A) Prior to the commencement of each phase of development (excluding the demolition phase), a written scheme of investigation (WSI), setting out

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the programme of both geo-archaeological evaluation and geo-archaeological mitigation, shall be submitted to, and approved in writing by, the local planning authority. For land that is included within the VSI, no development shall take place other than in accordance with the agreed VSI, which shall include:

- (i) the statement of significance and research objectives;
- (ii) the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; and
- (iii) the programme for post-investigation assessment and subsequent analysis, publication & dissemination and archive deposition of resulting material; and
- (iv) details of the public engagement framework.

(B) Prior to the first occupation of any part of the development hereby approved, evidence that the programmes of both the geo-archaeological evaluation and geo-archaeological mitigation have been carried out in accordance with the VSI approved under part (A), and the analysis, publication & dissemination and archive deposition of resulting material have been secured, shall be submitted to, and approved in writing by, the local planning authority.

Reason: To protect assets of archaeological interest on-site in accordance with HCI of the London Plan (2021) and Policy DH(m) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

30. Accessibility – External

Prior to the commencement of each phase of development (excluding the demolition phase), full details of access arrangements for people with mobility difficulties, for all external parts of the development shall be submitted to, and approved in writing by, the Local Planning Authority.

For the avoidance of doubt this shall include large scale plans illustrating the different gradients on all routes to and through the site, including details of ramps, steps, gates, canopies above main entrances (shelter), street furniture (potential obstructions), and details of access to disabled parking (parking spaces must have a minimum clear headroom of 220 mm and a crossfall of not more than 1:60).

The development shall be completed in accordance with the approved details.

Reason: To facilitate the movement of those with mobility difficulties and to comply with Policies D5 and D8 of the London Plan (2021) and Policy IM4 and IM(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

31. Site Wide Accessibility – M4(2) Dwellings

Prior to the commencement of each phase of development (excluding the demolition phase), drawings illustrating that all dwellings (except those provided as M4(3) units, in accordance with conditions 32 and 33), comply with Building Regulations 2016 (as amended) requirement M4(2) 'accessible and adaptable dwellings', shall be submitted to, and approved in writing by, the local planning authority.

The drawings shall demonstrate that all doors to dwellings, including their balconies / winter gardens / terraces have clear opening widths which do not impede movement, all private amenity areas provide a minimum of 1500mm turning circle clear of the swing of the door, and all beds have a minimum access route on either side and at the foot of at least 750mm.

The development shall be carried out and retained for the lifetime of the development in accordance the approved details.

Reason: To accord with Policy D7 of the London Plan (2021) and Policy H5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

32. M4(3)(2)(a) - Wheelchair Adaptable Dwellings

(A) Prior to the commencement of each phase of development (excluding the demolition phase), full details of the wheelchair adaptable dwellings that comply with Building Regulations 2016 (as amended) requirement M4(3)(2)(a) 'wheelchair adaptable dwellings' shall be submitted to and approved in writing by the Local Planning Authority.

(B) The applicant must fit out the dwellings in accordance with the approved details, and details confirming compliance with M4(3)(2)(a), including photographic evidence, shall be submitted to, and approved in writing by the local planning authority prior to the occupation of each phase.

(C) The development shall be retained for the lifetime of the development in accordance the details approved under parts (A) and (B).

Reason: To accord with Policy D7 of the London Plan (2021) and Policy H5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

33. M4(3)(2)(b) – Wheelchair Accessible Dwellings

- (A) Prior to the commencement of each phase of development (excluding the demolition phase), full details of the wheelchair accessible dwellings that comply with Building Regulations 2016 (as amended) requirement M4(3)(2)(b) ‘wheelchair user dwellings’ shall be submitted to and approved in writing by the Local Planning Authority.
- (B) The applicant must fit out the dwellings in accordance with the approved details, and details confirming compliance with M4(3)(2)(b), including photographic evidence, shall be submitted to, and approved in writing by the local planning authority, prior to the first occupation of each phase.
- (C) The development shall be retained for the lifetime of the development in accordance the approved details approved under parts (A) and (B).

Reason: To accord with Policy D7 of the London Plan (2021) and Policy H5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

34. Foundation Design

Prior to the commencement of each phase of development (excluding the demolition phase), full details of the foundation design and construction method to protect archaeological remains shall be submitted to, and approved in writing by, the local planning authority.

The details submitted shall be implemented as approved.

Reason: To protect assets of archaeological interest on-site in accordance with HCI of the London Plan (2021) and Policy DH(m) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

35. Detailed Drainage Scheme

Prior to the commencement of each phase of development (excluding the demolition phase), a final detailed drainage design scheme, including drawings, shall be submitted to, and approved in writing by, the Local Planning Authority.

This must include a detailed maintenance plan for the proposed drainage features and demonstrate whether small-scale above-ground SuDS can be incorporated into the site, whilst achieving an off-site runoff rate restriction to greenfield levels including suitable climate change allowance, should include an assessment of soakaway drainage and based on the measures proposed in the Outline Drainage Strategy.

The detailed drainage design scheme shall be implemented as approved and so retained.

Reason: To prevent the risk of flooding to and from the site in accordance with Policy SI 13 of the London Plan (2021) and the Sustainable Design and Construction SPG.

36. Secured by Design

- (a) Prior to the commencement of each phase of development (excluding the demolition phase), a full and detailed application for the Secured by Design award scheme shall be submitted to, and approved in writing by, the Local Planning Authority and the Metropolitan Police SE Designing Out Crime Office, setting out how the principles and practices of the Secured by Design Scheme are to be incorporated into the approved scheme.
- (b) Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the agreed details, with evidence of installation and details of completion submitted to the local planning authority prior to the first occupation of each phase of the development.

The details approved in parts (a) and (b) above shall be permanently retained as such thereafter.

Reason: In the interest of creating safer, sustainable communities and to ensure the development is implemented in accordance with Policy D11 of the London Plan (2021) and Policy CHI of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

37. External Materials

Notwithstanding the details shown on the plans hereby approved, prior to the commencement of each phase of development (excluding the demolition phase), details and samples for all materials, including a schedule of their locations, shall be provided, including walls, roofs, windows and doors, sills

and lintels, balconies, balustrades, visible pipes, grids and louvers, outdoor pavements, stairs, gates, boundary walls and fences to be used on the external surfaces of the buildings and hard surfaced areas, shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be constructed and retained for the lifetime of the development in full accordance with the approved details.

Reason: To ensure that the Local Planning Authority may be satisfied as to the external appearance of the building(s) and to comply with Policy D6 of the London Plan (2021), Policies DH1, DH(a) and DH(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014).

38. Cycle Parking

Prior to the commencement of each phase of development (excluding the demolition phase), details which demonstrate how the cycle spaces have been designed in accordance with the guidance contained in the London Cycling Design Standard, including how the cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people, shall be submitted to, and approved in writing by, the local planning authority. The cycle storage areas shown on Drawing Nos. 577-PTA-ZZ-00-DR-A-1101 (Rev. P16) and 577-PTA-ZZ-01-DR-A-1101 (Rev. P16), including 974 cycle spaces, shall be installed and made available for use prior to the first occupation of any part of the development hereby approved, and the approved layout shall be permanently retained thereafter.

Reason: To ensure that adequate arrangements are made for cycle parking in accordance with Policy T5 of the London Plan (2021).

39. External Lighting

Prior to the commencement of each phase of development (excluding the demolition phase), a scheme of external lighting shall be submitted to, and approved in writing by, the Local Planning Authority, which shall include full details of the size, positioning and luminance of the proposed lights, and a strategy for their use across the site, demonstrating that the proposed development would not result in significant light pollution or nuisance. The lighting scheme shall be implemented as approved and permanently retained thereafter.

Reason: To ensure the development is implemented in accordance with the principles of Policy D11 of the London Plan (2021) and to ensure any external lighting scheme does not result in harm to nearby properties in accordance

with Policy E(a) of the Royal Greenwich Local Plan: Core Strategy with detailed Policies (2014).

40. Acoustic glazing specification/mechanical ventilation

Prior to the commencement of each phase of development (excluding the demolition phase), full details of a scheme of acoustic window insulation and mechanical ventilation shall be submitted to and approved in writing by the Local Planning Authority. The scheme of mechanical ventilation shall include measures to ensure the thermal comfort of occupiers in accordance with CIBSE TM52. 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. All works forming part of the approved scheme shall be completed in accordance with the details so approved before the relevant part of the development is occupied.

Reason: In order to safeguard the amenities of residential properties and ensure compliance with Policy D3, D13 and D14 of the London Plan (2021) and Policy E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

41. Commercial/Residential Internal Sound Insulation

Prior to the commencement of each phase of development (excluding the demolition phase), a detailed scheme of noise insulation measures for all divisions (walls and/or floors) separating non-residential and residential areas shall be 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 be implemented prior to the commencement of the use and be permanently retained thereafter.

Reason: In order to safeguard the amenities of occupants of the residential properties and to ensure compliance with policy D14 of the London Plan (2021) and Policies DHI and E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

42. Air Quality and Air Quality Neutral Assessment

(A) Prior to the commencement of each phase of development (including the demolition phase), an air quality assessment report, written in

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accordance with the relevant current guidance, for the existing site and proposed development shall be submitted to and approved by the Local Planning Authority. The development shall be at least “Air Quality Neutral” and an air quality neutral assessment for both buildings and transport shall be included in the report. The assessment shall have regard to the most recent air quality predictions and monitoring results from the Authority’s Review and Assessment process and London Atmospheric Emissions Inventory. The report shall include all calculations and baseline data, and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

(B) A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to, and approved in writing by, the Local Planning Authority prior to above ground works commencing (excluding demolition and site clearance works). This shall include mitigation for when air quality neutral transport and building assessments do not meet the benchmarks.

(C) The approved mitigation scheme shall be implemented in its entirety in accordance with details approved under this condition before any of the development is first occupied or the use commences and retained as such thereafter.

Reason: To ensure the development mitigates any harm to local air quality in accordance with Policies E(a) and E(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

43. Boilers

Prior to their installation within a phase of development, details of any boilers or CHP units used shall be forwarded to the Local Planning Authority for approval. The boilers shall have dry NO_x emissions not exceeding 40 mg/kWh (0%), must not exceed the Band B Emission Standards for Solid Biomass Boilers and CHP Plant as listed in Appendix 7 of the London Plan’s Sustainable Design and Construction SPG, and discharge stack must be at least 3 metres above any openable windows or ventilation air inlets.

Reason: To comply with the London Plan’s SPG on Sustainable Design and Construction and Policies E(a) and E(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

44. Shop Front Details

Prior to commencement of the facade works of the non-residential parts of the development hereby approved, plans and sectional details at a scale of 1:10 or 1:20 showing the proposed commercial shop fronts shall be submitted to, and approved in writing by, the local planning authority.

Such information should demonstrate the location of the fascia sign, any shutter/grill box, the window system, the stall riser (if included), canopies, awnings and the entrance.

The development shall be constructed and retained for the lifetime of the development in full accordance with the approved details.

Reason: In order that the local planning authority may be satisfied with the details of the proposal and to accord with Policy DH(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

45. Delivery, Servicing and Waste Management Plan (Residential and non-residential)

Notwithstanding submitted details, a full and detailed Delivery, Servicing and Waste Management Plan shall be submitted prior to the occupation of each phase of development (excluding the demolition phase) and approved in writing by the Local Planning Authority (in consultation with Transport for London). The plan shall cover the following:

- (a) Deliveries and collections including how deliveries will be scheduled to avoid several lorries arriving at the site simultaneously;
- (b) Servicing trips (including maintenance); and measures to reduce the number of freight trips to the site (freight consolidation);
- (c) Timings of deliveries (including before 8 am or after 4 pm and at weekends);
- (d) Details of the waste collection strategy and specific role of the onsite Facilities Management Team, including details of total waste storage capacity for all residential and non-residential elements, collection points, drag distances and tracked vehicle movements for any waste collection vehicle which has to enter the site;
- (e) Safety measures required to ensure the effective collection of waste so as to not conflict with the use of the development site or any surrounding uses, including by pedestrians and cyclists;
- (f) Monitoring and review of operations.

No loading or unloading of vehicles arriving at, or departing from, the site shall be carried out except within the designated loading areas as approved.

The approved Delivery, Servicing and Waste Management Plan shall be implemented in full accordance with the approved details from the first occupation of the development and shall be adhered to for the lifetime of the development.

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

46. Non-residential – hours of operation and deliveries

Prior to the occupation of the non-residential uses within a phase of development, full details of hours of operation, including, but not limited to, the timing of deliveries and servicing shall be submitted to, and approved in writing by, the Local Planning Authority. The uses shall thereafter be carried out in strict accordance with the approved details.

Reason: To safeguard the amenities of neighbouring properties, particularly residential properties and the area generally and to ensure compliance with Policy D3 and T7 of the London Plan (2021) and Policies E(c) and DH1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

47. Water Network

Prior to the occupation of each phase of the development hereby approved, confirmation shall be provided that either:

- all water network upgrades required to accommodate the additional flows from the development have been completed; or
- a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason: The development may lead to low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development in accordance with SI 5 of the London Plan (2021).

48. Wheelchair Adaptable Dwelling Marketing

- a) Prior to the first occupation of each phase of the development hereby approved, full details of the wheelchair adaptable unit marketing strategy shall be submitted to, and approved in writing by, the Local Planning Authority. The wheelchair adaptable dwellings shall be marketed as such for a minimum period of eight months.
- b) On completion of the marketing period above, evidence of response to the marketing strategy shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Council's Occupational Therapist. Any allocated wheelchair adaptable units must comply with the relevant provisions at final completion unless the units are not to be occupied by wheelchair users.
- c) If, after the end of the marketing period, the units are not to be occupied by wheelchair users, they can be fitted in accordance with the provisions of M4(2).
- d) Following (c), details should be provided which outline how these units could be re-converted to a fully accessible unit in the future.

Reason: To accord with Policy D7 of the London Plan (2021) and Policy H5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

49. Fixed Plant Noise

- a) The rating level of the noise emitted from fixed plant on the site shall be 5dB below the existing background level at any time. The noise levels shall be determined at the façade of any noise sensitive property. The measurements and assessments shall be made according to BS4142:2014 and details shall be submitted to, and approved in writing by, the local planning authority prior to the first occupation of each phase of the development hereby approved.
- b) The approved measures outlined in (a) shall be implemented prior to occupation of the development and shall be permanently maintained thereafter.

Reason: In order to ensure a satisfactory appearance to the development to safeguard the amenities of neighbouring properties and the area generally, to prevent 'ambient noise creep' and to ensure compliance with policies D13 and D14 of the London Plan (2021) and Policies DH1 and E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

50. BREEAM New Construction Standards

The non-residential spaces within the development, hereby approved, shall be registered with Building Research Establishment (BRE), achieve BREEAM Rating Excellent and make reasonable endeavours to achieve Outstanding (based on the latest related BREEAM Technical guidance or subsequent BREEAM version).

- (i) Within three months of the completion of the new non-residential spaces within a phase, Interim BREEAM (or subsequent scheme) Assessment, copy of the summary score sheets and related Interim Design Certificates all verified by the BRE shall be submitted to and approved in writing by the Local Planning Authority.
- (ii) Within three months from the date of first use of the new non-residential spaces within a phase, Post Construction Stage (or subsequent scheme) Assessment, copy of the summary score sheets and related Certification all verified by the BRE shall be submitted to the Local Planning Authority for written approval confirming the BREEAM standard and measures have been implemented.
- (iii) Following any approval of a 'Post Construction Stage' assessment and certificate of the non-residential spaces, the approved measures and technologies to achieve the BREEAM Excellent or higher standard shall be retained in working order for the lifetime of the development.

Reason: In the interest of addressing climate change and securing sustainable development in accordance with policies DHI and EI of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014).

51. Framework Commercial Travel Plan

- a) Prior to the occupation of the non-residential uses within a phase, a detailed site specific Framework Commercial Travel Plan, based on the Framework Travel Plan submitted and in accordance with Transport for London's document 'Travel Planning for New Development in London', shall be submitted to and approved in writing by the Local Planning Authority. The development shall operate in full accordance with all measures identified within the Travel Plan from first occupation.
- b) The Travel Plan shall specify initiatives to be implemented by the development to promote and maximise the use of sustainable travel to and from the site by a variety of non-car means (such as public transport (including Riverbus), walking and cycling), shall set targets and shall specify

a monitoring and review mechanism to ensure compliance with the Travel Plan objectives.

- c) Within the timeframe specified by (a) and (b), evidence shall be submitted to the Local Planning Authority to demonstrate compliance with the monitoring and review mechanisms agreed under parts (a) and (b). The Travel Plan shall in all respects be implemented in accordance with the details approved pursuant to this condition.

Reason: In order that the Local Planning Authority may be satisfied as to the practicality, viability and sustainability of the Travel Plan for the site and to promote sustainable travel in accordance with Policies T6 and SI 1 of the London Plan (2021) and Policy IM4 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

52. Residential Travel Plan

- a) Prior to the occupation of the residential part of the development within a phase, a detailed site specific Residential Travel Plan, in accordance with Transport for London's document 'Travel Planning for New Development in London' shall be submitted to and approved in writing by the Local Planning Authority. The development shall operate in full accordance with all measures identified within the Travel Plan from first occupation.
- b) The Travel Plan shall specify initiatives to be implemented by the development to promote and maximise the use of sustainable travel to and from the site by a variety of non-car means (including public transport (including riverbus), walking and cycling), shall set targets and shall specify a monitoring and review mechanism to ensure compliance with the Travel Plan objectives.
- c) Within the timeframe specified by (a) and (b), evidence shall be submitted to the Local Planning Authority to demonstrate compliance with the monitoring and review mechanisms agreed under parts (a) and (b). The Travel Plan shall in all respects be implemented in accordance with the details approved pursuant to this condition.

Reason: In order that the Local Planning Authority may be satisfied as to the practicality, viability and sustainability of the Travel Plan for the site and to promote sustainable travel in accordance with Policies T6 and SI 1 of the London Plan (2021) and Policy IM4 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

53. Car Park Management Plan

ITEM NO: 4 – Addendum
(revised appendix 2)

Prior to the first occupation of any part of the development hereby approved, a Car Park Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority.

The Car Park Management Plan shall include, but shall not be limited to, details of:

- Details of active and passive electric vehicle charging points with at least 20% of spaces provided with active charging facilities, and passive provision for all remaining spaces.
- Car park lighting
- Security measures
- Enforcement
- Pricing structures
- A pre-booking service
- Monitoring
- Capacity to increase or decrease as required

The approved car parking management plan shall be implemented in full prior to the first occupation of the development and so maintained.

Reason: To ensure the development does not have a significant impact on the local highway network and to ensure compliance with Policy IM(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014)

54. Biodiverse/ Biosolar Green Roof

(A) Within three months of commencement of each phase of the development (excluding the demolition phase), a detailed investigation into the incorporation of biodiverse/ bio-solar green roof that is compliant with GRO Green Roof Code 2014 shall be carried out and submitted to Local Planning Authority for written approval.

(B) Subject to part (A), details of the green roof shall be submitted to and approved in writing by the local planning authority within six months of commencement of each phase of the development, and should include:

- i. type of green roof and how it has been developed for biodiversity and ecological enhancement;
- ii. details of landscape features;
- iii. roof cross-sections and roof plan showing biosolar features;
- iv. substrate and vegetation.

The green roof should be comprised of, but not necessarily limited to, extensive/semi-intensive biodiversity-based soils and substrate which is commercial -based aggregate or equivalent with a varied substrate depth of 80-150mm and should be planted with 50% locally native

herbs/wildflowers in addition to sedum, areas of bare shingle, areas of sand for burrowing invertebrates, individual logs or log piles, shallow pools and an area suitable for black redstarts and nesting starling.

- (C) Evidence that the roof has been installed in accordance with parts (A) and (B) shall be submitted to and approved in writing by the local planning authority prior to the first occupation of each phase of the development hereby approved.
- (D) The green roof shall be retained and maintained for the lifetime of the development in accordance the approved details.

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 well-being and comply with London Plan (2021) policies G1 (Green Infrastructure), G5 (Urban Greening), S113 (Sustainable Drainage) and G6 (Biodiversity and Access to Nature) and policies OS4 (Biodiversity), DH1 (Design) and E(f) Living Roofs and Walls of the Royal Greenwich Core Strategy and Detailed Policies 2014.

55. Unexpected Contamination

If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site, in line with the National Planning Policy Framework (NPPF) (Paragraph 170) and Policy E(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

56. Infiltration of Surface Water

No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the Local Planning Authority, in consultation with the Environment Agency. Any proposals for such systems must be supported by an assessment of the risks to controlled waters.

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

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants, in line with the National Planning Policy Framework (NPPF) (Paragraph 170) and Policy E(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

57. Piling and Ground Source Heat Pumps

Piling and ground source heating and cooling systems using penetrative methods shall not be carried out other than with the written consent of the local planning authority, in consultation with the Environment Agency. The development shall be carried out in accordance with any details as approved.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 170 of the National Planning Policy Framework and Policy E(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

58. Restriction on Ground Floor Uses

The commercial units hereby approved, as shown on Drawing Nos. 577-PTA-ZZ-00-DR-A-1101 (Rev. P16) and 577-PTA-ZZ-01-DR-A-1101 (Rev. P16), shall be restricted to Class E, F1, F2 and the specified sui generis use only (public houses, wine bars, or drinking establishments with or without expanded food provision and hot food takeaway) and shall not be used for any other use class as specified by the Town and Country Planning (Use Classes) Order 1987 (as amended).

Hot-food takeaway use shall not be permitted for more than 250 m² of the total commercial floorspace provided within the development and where hot-food takeaway uses are proposed, an individual noise and air quality assessment, including a mechanical ventilation strategy for the dispersion of smoke and odours, shall be submitted to, and approved in writing by, the local planning authority, prior to the first use of the takeaway unit.

The Market Pound storage area (sui generis) shall be made available for use for the market traders prior to the first occupation of any other part of the development.

Reason: To enable the Council to have control of any future development on the site as uncontrolled uses could potentially cause harm to the amenity of neighbouring occupiers, the public highway and local parking provision in accordance with Policies DH1, DH(b), IM(a) and IM(c) of the Royal Greenwich Local Plan (2014), and having regard to Policy E9 of the London Plan (2021).

59. Removal of permitted development rights for conversion to Use Class C3 (Residential)

Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no uses which fall within the Use Class E, F1, F2 or sui generis hereby approved shall be used as a dwelling house within Class C3 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: In order to safeguard the loss of employment space, provide a mix of sustainable uses and to safeguard the amenities of neighbouring properties and the area generally and to ensure compliance with policy EI of the London Plan (2021) and Policies EA1, E(a) and E(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

60. Access to On-Site Amenity and Play Space

- a) All future occupants of the development hereby approved shall have access upon completion of each phase to the combined amenity and child play space for the lifetime of the development; and
- b) The whole of the amenity space (including roof terraces and balconies) as shown on the drawings hereby approved shall be fully implemented for each phase prior to the first occupation of that phase and retained for the lifetime of the development, for the benefit of the occupiers of the residential units hereby permitted.

Reason: In order that all future occupants have full and continuous access to the amenity space and play space on-site, and to ensure compliance with Policy S4 of the London Plan (2021) and Policies H5 and H(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Appendix 3 - Informatives

- I. The applicant is advised of the need to install measures which ensures that the property is compliant with part B5 of the Building Regulations Fire

Safety: Approved Document B. These measures should be permanently retained as installed, unless otherwise directed in writing by the London Fire Brigade. The applicant is advised to contact London Fire Brigade to ensure compliance with the relevant legislation.

2. You are advised that the application granted may be subject to the Community Infrastructure Levy ('the CIL'). There are two CIL charges in Royal Greenwich – the Mayoral CIL, which was introduced 1 April 2012 (updated in April 2019); and the local CIL, introduced 6 April 2015. The Council's Planning Obligations Team will review your permission and will confirm if a CIL liability arises. If liable, you will receive a CIL Liability notice that details the amount that will be due on the commencement of development. Prior to starting on site you must submit an Assumption of Liability form and Commencement Notice to the Council. More information on CIL and the necessary forms are available at: http://www.royalgreenwich.gov.uk/info/1004/planning_policy/1182/community_infrastructure_levy_cil
3. This is a phased development for the purposes of the CIL Regulations (2010 as amended). A phase can comprise: site preparation and demolition works, sub-structures, and/or buildings, plots or groups of plots. The extent of the CIL phase will be defined on the relevant phasing plan.
4. The written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.
5. Site construction works shall only be carried out between the hours of 08:00 and 18:00 Monday to Friday, 08:00 and 13:00 on Saturday and not at all on Sundays and Bank Holidays.
6. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.
<https://developers.thameswater.co.uk/Developing-a-largesite/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

7. Piling can result in risks to groundwater quality by mobilising contamination when boring through different bedrock layers and creating preferential pathways. Accordingly, it should be demonstrated that any proposed piling will not result in contamination of groundwater. If piling is proposed, a piling risk assessment must be submitted, written in accordance with the Environment Agency's guidance 'Piling and penetrative ground improvement methods on land affected by contamination: guidance on pollution prevention' (National Groundwater & Contaminated Land Centre report NC/99/73).
8. The applicant is advised that the implementation of the proposal will require approval by the Council of a Street naming & Numbering application. Details of how to do this and application forms are available on the Council's web site here, and you should contact Street naming and Numbering at naming-numbering@royalgreenwich.gov.uk.
9. The 'Demolition Phase' comprises: works of demolition, surveys, site clearance, works of archaeological or other ground investigation, the erection of fencing or hoardings, the provision of security measures and lighting, the erection of temporary buildings or structures associated with the development, the laying, removal or diversion of services, construction of temporary access, temporary highway works, and temporary estate roads.
10. The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, pre-application advice was provided, and positive discussions took place which resulted in further information being submitted during the application process.
11. Waste on site The CL;AIRE Definition of Waste: Development Industry Code of Practice (DoWCoP) (Version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:
 - excavated materials that are recovered via a treatment operation can be reused on site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution
 - treated materials can be transferred between sites as part of a hub and cluster project formally agreed with the Environment Agency

- some naturally occurring clean material can be transferred directly between sites. Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. The Environment Agency recommends that developers refer to the position statement on the Definition of Waste, Development Industry Code of Practice (DoWCoP) and waste management page on gov.uk.

12. Contaminated soil that is (or must be) disposed of is waste, therefore its handling, transport, treatment and disposal is subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2016
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised, both chemically and physically, in line with BS EN 14899 (2005): characterisation of waste; sampling of waste materials; framework for the preparation and application of a sampling plan and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, please contact the Environment Agency for advice at an early stage, in order to avoid delays.