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| Woolwich and Thamesmead Area Planning Committee 26th January 2021 | Agenda Item: 6 Reference No: 20/3298/F |
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Applicant: Royal Borough of Greenwich – Regeneration, Enterprise and Skills

Agent: Tibbalds Planning and Urban Design

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| Site Address: Tramshed, 51-53 Woolwich New Road, Woolwich, SE18 6ET | Ward: Woolwich Common Application Type: Full Planning Permission |
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1. Recommendation

1.1 The Committee is requested to grant full planning permission as outlined below:

- Refurbishment and extension of the existing Tramshed building to provide theatre and office space.

Subject to:

(i) The conditions set out in appendix 2

2. Executive Summary

2.1 Officers have considered the application against the relevant development plan policies contained within the Publication London Plan (December 2020) and the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014). In addition, the National Planning Policy Framework (NPPF) (2019) and Planning Practice Guidance are of relevance.

2.2 The proposal is considered to be acceptable in principle, making efficient use of a brownfield site within a town centre location to bring back into use a vacant theatre, available for use by the community, whilst providing additional office space which can be used to support the functions of the theatre or operate independently for a small business.

2.3 The proposed extensions are considered to be of a high quality which would enhance the appearance of the existing locally listed Tramshed,

and have been designed to appear both sympathetic and subordinate to the main hall. The proposed material palette is minimal, complementing rather than overpowering the existing building, with a contemporary finish to avoid appearing pastiche.

2.4 The proposal would not give rise to any significant adverse impacts to nearby residential properties, and would not have a significant impact on the local highway network.

2.5 Detailed below is a summary of the application:

| The Site - | |
|-------------------------|---|
| Site Area | 691 m ² |
| Local Plan Allocation | No |
| Heritage Assets | Locally listed building and within Woolwich Conservation Area |
| Tree Preservation Order | None |
| Flood Risk Zone | No |

| Non-Residential Uses | | |
|-----------------------------|--------------------------------------|--|
| Existing Use(s) | Existing use (Classes) / Operator | Theatre - <i>Sui Generis</i> (formerly D2) |
| | m ² | 878 m ² |
| Proposed Use(s) | Proposed use(s) (Classes) / Operator | Theatre - <i>Sui generis</i> |
| | m ² | 854.5 m ² |
| Proposed Use(s) | Proposed use(s) (Classes) / Operator | Offices - E(g)(i) |
| | m ² | 103.5 m ² |

| Transportation | | |
|-----------------------|---------------------------------|-----------|
| Car Parking | No. existing car parking spaces | 0 |
| | No. Proposed Car Parking Spaces | 0 |
| | Proposed Parking Ratio | N/A |
| Cycle Parking | No. Proposed Cycle Parking | 2 |
| Public Transport | PTAL Rating | 6b (best) |

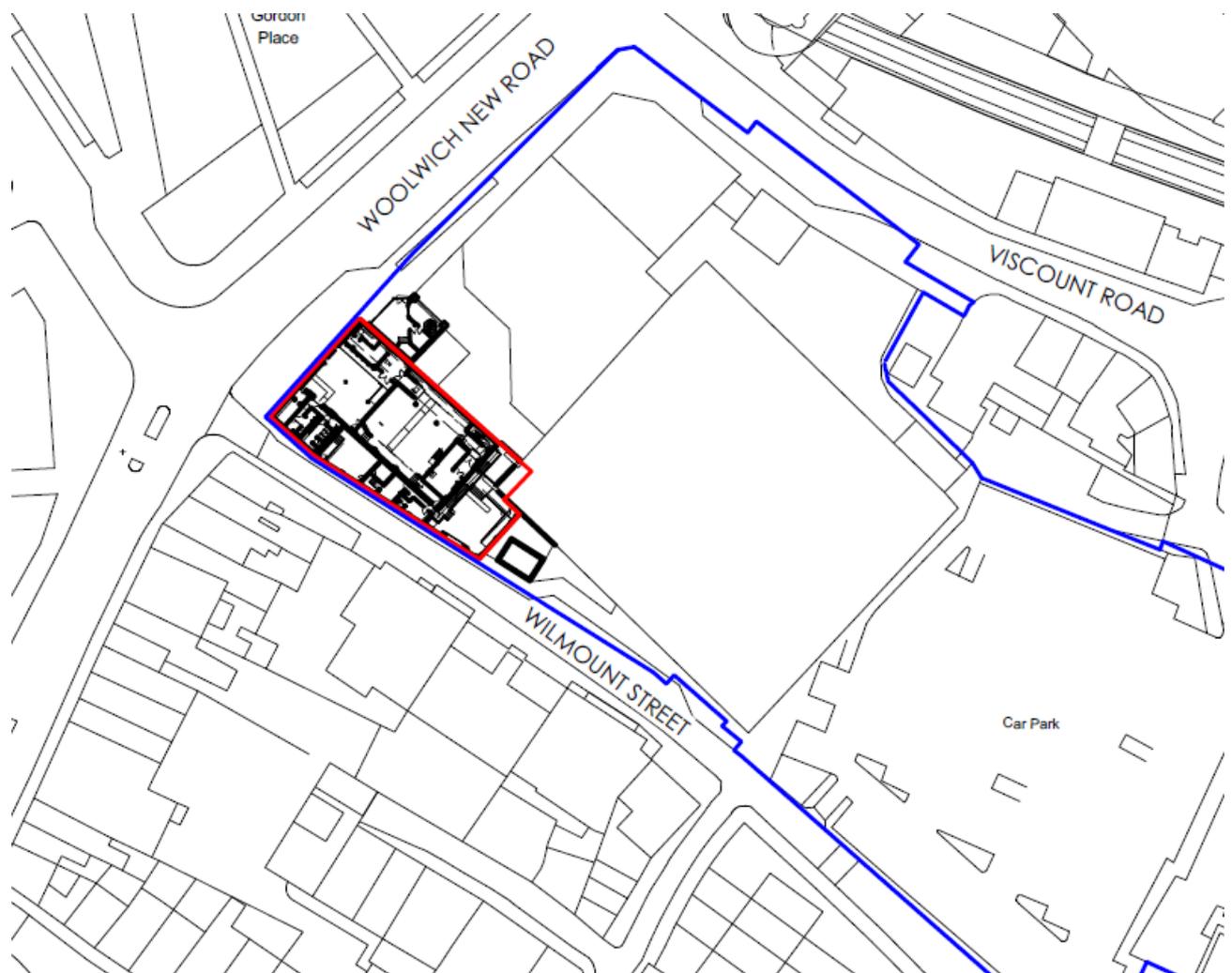
| Public Consultation |
|----------------------------|
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| Number in Support | 0 |
| Number of Objections | 0 |
| Main Issues Raised | None |

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

2.7 The application is considered acceptable and is recommended for approval, subject to the recommendations set out in section I.

3. Site Location Plan



4. Site and Surroundings

4.1 The application site comprises the Woolwich Tramshed, a locally listed building last used as a theatre for the Greenwich and Lewisham Young People's Theatre. The building was originally used as a tramline electricity substation, constructed in the early 20th century.

- 4.2 The building is a relatively well-maintained remnant of Woolwich and London's transport history, and its size, scale and appearance are characteristic of both the functionality of its original purpose and its location within a busy town centre. The building has a largely symmetrical front façade, which coupled with its use of stone dressings, keystones, exaggerated quoins and plat bands (often accentuated in white stucco), gives the building a well-proportioned appearance which makes a positive contribution to General Gordon Square.
- 4.3 In addition, whilst the Tramshed occupies a prominent corner position at the junction of Woolwich New Road and Wilmount Street, its architectural design is heavily focussed on its front elevation and the short return down Wilmount Street. The remainder of this side elevation is very obviously secondary and beyond the initial return, both the side and the rear elevation have been compromised by unsympathetic additions and these have a negative impact upon the building. More generally, Wilmount Street has virtually no activation at street level, with the northern side of the road characterised by large blank frontages and the southern side of the road characterised by purely residential uses.
- 4.4 The Tramshed is connected to Viscount House and 45 Woolwich New Road (formerly occupied by Wilko) by way of a small two-storey glass extension facing Woolwich New Road which provides additional pedestrian access from the front, set back from the front elevation of the Tramshed building, but slightly forward of Viscount House, resulting in a staggered front façade.

5. Site Specific Local Plan Designations

- Woolwich Conservation Area
- Woolwich Town Centre
- Part of draft Site Allocation W9 Viscount House & Tramshed

6. Relevant Planning History

- **80/0925** – Continuation of use as theatre with ancillary storage facilities and dressing rooms. Approved on 17th February 1981.
- **89/0198/P** – Change of use from Tramshed Theatre Foyer to retail unit. Approved 15th April 1989.

- **94/0092/F** – Use as night club & music venue, tea room and licenced bar. Approved 24th February 1994.
- **99/2225/A** – Erection of an internally illuminated projecting sign. Approved 1st December 1999.

7. Proposed Development

- 7.1 The proposal seeks permission to demolish the glazed extension facing Woolwich New Road, together with some of the additions on Wilmount Street; namely the brick boundary wall, the mono-pitched lean-to and the flat roofed extension, along with the external staircase to the rear.
- 7.2 Following demolition, permission is sought for a single-storey side extension infilling the gap between the original side elevation and the boundary of the site, up to the pavement of Wilmount Street, and a flat-roofed two-storey rear extension. The side extension has been designed to replicate the style and appearance of the existing side extension, with similar proportions in terms of its height, width and scale, having regard to the slight change in levels between the rear and front of the site. The side extension would be finished in yellow English bond brick, stucco render detailing to accentuate the edges and grey slate tiles for the roof. The rear extension would reach the eaves height of the main building, and would be finished in yellow brick at ground floor level with matte black metal cladding at first floor level.
- 7.3 The proposed side extension would be used primarily as additional office space, at first to be associated with the use of the building as a Theatre, but in the future it could be used as two independent office spaces, both approximately 50 sqm in size. The rear extension would allow employee access for the theatre from the rear, together with space for deliveries and servicing, and would include practice space and dressing rooms at ground floor level. At first floor level, the rear extension is almost entirely dedicated to space for plant and mechanical equipment, however a raised walkway connects the front of the theatre to the back on both sides, primarily used by employees when changing the light fixtures.
- 7.4 It should be further noted that the application includes a suite of internal amendments, which have been comprehensively discussed in the Heritage Assessment and the Design and Access Statement, however planning permission is not required for internal re-arrangements and as such, these internal changes will not be discussed in this report. Moreover, as the proposal seeks a continuation of an existing theatre use

following a period of vacancy, albeit with the addition of approximately 100 sqm of additional office space, and as such there is no change of use to the main part of the building.

8. Consultation

8.1 97 local properties were notified by way of letter dated the 19th November 2020, a site notice was displayed outside the application site on the 24th November 2020 and a press notice was displayed in the Greenwich Weekender on the 25th November 2020.

8.2 In addition, consultation with statutory bodies and local amenity groups was carried out and their comments are summarised below.

Council Departments

8.3 A summary of the responses received from internal consultees, together with officer's comments are set out in the table below:

| Details of Representation | Summary of Comments | Officer's comments |
|----------------------------------|---|--|
| Conservation Officer | <p>The Heritage Statement submitted accurately describes the significance of the heritage asset and its assessment of the impact of the proposed works is fair.</p> <p>The proposals represent a sensitive approach to both the internal reconfiguration and the external extensions. In principle, therefore, the proposals are supported.</p> <p>The proposals build upon the strengths of the historic building; conserve its historic fabric; and</p> | <p>In line with the Conservation officer's comments, the proposal is considered acceptable in principle, and the proposed extensions and renovations would enhance the appearance of the existing building and Woolwich Conservation Area. Moreover, the proposed extensions allow the site to be better utilised and rationalised and would allow a vacant theatre to be brought into active use.</p> |

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| | <p>remove unsympathetic alterations.</p> <p>The proposals will restore the main elevation to the building and its return along Wilmount Street. The proposals will not only renovate an important locally listed building, but will also improve the current streetscene and make a positive contribution to the wider conservation area. Approval of the application is therefore supported.</p> | |
| Transport and Highways | <p>No highway objection is raised with the exception that the door on Wilmount Street should not open outwards over the public highway given the narrow footway.</p> <p>Similarly, the new windows proposed to the Woolwich New Road façade should not open out over the highway.</p> | <p>Impacts on the local highway network and parking provision are discussed at section 13 of this report.</p> <p>In addition, a condition has been included which states that no door or window shall open out onto or over any part of the public highway.</p> |
| Waste Services | <p>The proposal should demonstrate that it can operate fully independently of the proposed development next door, and should include space for the storage and collection of waste, equivalent to 1 weeks waste output.</p> | <p>Refuse and recycling facilities are discussed in section 16 of this report.</p> |

Amenity Groups

- 8.4 A summary of the responses received from internal consultees, together with officer's comments are set out in the table below:

| Details of Representation | Summary of Comments | Officer's comments |
|----------------------------------|----------------------------|---------------------------|
| Speak Out Woolwich | Did not respond. | No comment. |

Local Residents and Businesses

- 8.5 No representations were received.

9. Planning Context

- 9.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that when determining a planning application, regard is to be had to the development plan, and the determination shall be made in accordance with the development plan, unless material considerations indicate otherwise.

- 9.2 The development plan for the Royal Borough of Greenwich comprises the following documents, and for full details of relevant policies, refer to Appendix 2:

- The London Plan (2016)
- Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014)

- 9.3 Also material considerations in determining planning applications are:

- The Publication London Plan (December 2020)
- The National Planning Policy Framework (NPPF) (2019)
- The National Planning Practice Guidance (NPPG)
- The Human Rights Act (1998)
- The Equalities Act (2010)

- 9.4 The Publication London Plan was formally approved by the Mayor on the 21st December 2020 and has been prepared to address the Secretary of State's directions of the 13th March 2020 and 10th December 2020,

following the examination in public of the 'Intend to Publish' London Plan (2019). The Secretary of State has 6 weeks to formally respond, after which time, the Publication London Plan will replace the current London Plan (2016). Consequently, whilst the London Plan (2016) currently forms part of the Local Development Plan, the Publication London Plan is considered to have very significant weight.

- 9.5 The Royal Greenwich Site Allocations Preferred Approach (SALP) has been subject to public consultation. The Regulation 19 Draft of the Site Allocations Local Plan is scheduled to be taken to Full Council for approval in early 2021 and Examination in Public is expected to take place in Autumn 2021. The application site forms part of site allocation W9 in the Preferred Approach document. Officers consider the draft SALP is a material consideration with limited weight.

10. Material Planning Considerations

- 10.1 This section of the report provides an analysis of the specific aspects of the proposed development and the principal issues that need to be considered in the determination of the planning application:

- Principle of development;
- Design Quality and Heritage Impacts
- Transport and Access;
- Impact on Existing Residential Amenity
- Noise and Air Pollution;
- Waste and Refuse Provision;
- Public Sector Equality Duty (PSED) and Human Rights
- CIL

11. Principle of Development

- 11.1 The National Planning Policy Framework (NPPF) is a set of national guidelines from which the principles of modern planning are cascaded into local planning policy, and is a material consideration in the determination of planning decisions. At the heart of the NPPF is the presumption in favour of sustainable development, which has three overarching interdependent objectives; economic prosperity, social inclusion and environmental enhancement.
- 11.2 Policy 2.15 of the London Plan states that development in town centres should sustain and enhance the vitality and viability of the centre whilst

supporting the competitiveness, quality and diversity of town centre retail, leisure, employment, arts, cultural and public services. Policy 2.15 further states that development should be in scale with the centre, promote access by public transport, walking and cycling, and contribute towards a better public realm. Policy 4.7 of the London Plan reiterates this point, and requires development to relate to the centre's size, role and function within the wider area.

- 11.3 Policy 3.16 of the London Plan highlights the need for additional and enhanced social infrastructure provision, and proposals for high quality community uses should be supported, having regard to local and strategic needs. Facilities should be accessible to all sections of the community, including disabled and older people, and be located within easy reach by walking, cycling and public transport, and the multiple use of premises should be encouraged.
- 11.4 Policy SD6 of the Publication London Plan sets out that vibrant daytime, evening and night-time activities should be promoted to enhance town centre vitality and viability whilst supporting the development of cultural uses. Moreover, the provision of social infrastructure should be enhanced, particularly where it is necessary to support identified need from town centre and local residents, and facilities should be located in places that maximise footfall to surrounding town centre uses.
- 11.5 Policy S1 of the Publication London Plan further sets out that development proposals that provide high quality, inclusive social infrastructure that addresses a local or strategic need and supports service delivery strategies should be supported and the rationalisation or sharing of facilities will be particularly encouraged.
- 11.6 Policy CHI of the Royal Greenwich Local Plan sets out that to create and maintain cohesive communities, the development of new and improved community facilities will be supported. Facilities must be easily accessible for all and be located in or on the edge of town centres and the shared use of community facilities is strongly encouraged. Moreover, a mix of community and retail uses in existing local centres and neighbourhood parades should be supported.
- 11.7 Policy EA1 of the Royal Greenwich Local Plan sets out that the expansion of existing businesses and increased employment opportunities will be achieved by concentrating retail, leisure, cultural and office development within the hierarchy of town centres. In

particular the Royal Borough seeks to improve the quality and positioning of Woolwich Town Centre.

- 11.8 Policy TC2 of the Royal Greenwich Local Plan seeks to support the re-classification of Woolwich as a Metropolitan Centre, and to achieve this, additional and improved comparison retail floorspace, office development, and leisure, culture and tourism uses will be strongly encouraged, especially where these uses contribute to the evening economy. Woolwich currently lacks appropriate facilities which have the potential to extend the opening hours of the Town Centre and Policy TC2 seeks to encourage development that will enhance its vitality and create an evening economy, whilst also increasing the perception of safety within it.
- 11.9 The proposed development seeks to make use of an existing (but currently vacant) theatre within Woolwich Town Centre through internal refurbishment and an extension to the rear and side. It is considered that the need to make electrical and mechanical repairs to the building presents an opportunity to improve the capacity of the Tramshed as a theatre whilst also providing a greater degree of flexibility in the way the building can be used. Additional office floorspace is proposed and would be provided in the extension to the side of the building, facing Wilmount Street, initially operating as an ancillary use to the Theatre, but with the potential in the future to be leased out as independent office space for small or emerging businesses.
- 11.10 The proposed internal renovations, as well as allowing repairs to be made, seek to allow the central large atrium to be used as a theatre for public shows and as a large rehearsal studio, with retractable seating which allows the room to be opened up. This is proposed in addition to a practice studio room, media suite and tech room at first floor level, and two offices, workshop, ancillary café and dressing rooms at ground floor. It should be noted that two practice studios are shown on the proposed drawings but fall outside of the Tramshed's curtilage, and these elements are likely to form part of the wider redevelopment of the adjacent site. As such, they are shown for illustrative purposes only.
- 11.11 Based on the above, the use of the vacant building to re-provide a community theatre in this location is strongly encouraged, and would be in line with the Publication London Plan and the Royal Greenwich Local Plan. Moreover, designing multiple ways in which the building to be used by the community is welcomed and would provide a greater degree of

flexibility moving forward, making the scheme more resilient to changing circumstances as the role and function of town centres change.

- 11.12 Additional workspace is proposed in the form of two offices at ground floor level, accessed internally from the Tramshed, and directly from Wilmount Street. Having regard to Policy CHI of the Royal Greenwich Local Plan, it is recognised that the multiple use of community premises is important to ensure their long-term viability, and a mix of uses, including small and medium sized office accommodation, can support the main function of a community building. In this instance, the applicant would like some flexibility in the way these office spaces are managed, sometimes serving an ancillary function to the main use as theatre (mostly back of house functions), but with the ability for these spaces to be used by external parties as office accommodation, potentially providing an additional source of income for the theatre.
- 11.13 Given the site's location within Woolwich Town Centre, where the provision of additional commercial and office floorspace is encouraged, and the general thrust of Policy SI of the Publication London Plan and CHI of the Royal Greenwich Local Plan, which seek to secure resilience for community uses by allowing flexibility in the way they are utilised within town centres, it is considered that the proposed mix of uses are acceptable and would support the continued function of the town centre, and allow the Theatre to operate to its fullest potential. The proposals are also broadly consistent with the emerging site allocation.

12. Design Quality and Heritage Impacts

- 12.1 Policy 7.4 of the London Plan states that new development should have regard to the pattern and grain of existing spaces in orientation, scale, proportion and mass and should contribute to a positive relationship between the built form and the natural features of a site. Policy 7.5 of the London Plan sets out that development should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks as appropriate to help people find their way. Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces and should contribute to the easy movement of people through the space. Policy 7.8 of the London Plan requires development affecting heritage assets and their settings to conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.

- 12.2 Policy D3 of the Publication London Plan sets out that all development must make the best use of land by following a design led approach that optimises the capacity of sites. As such, development proposals should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions. In addition, proposals should respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character.
- 12.3 Policy HCI of the Publication London Plan states that Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.
- 12.4 Policy DHI of the Royal Greenwich Local Plan sets out that all developments are required to be of a high quality and should demonstrate that they contribute positively to both the built and natural environment. To achieve this aim, development should promote local distinctiveness by providing a site-specific design solution, and should provide a positive relationship between the proposed and the existing urban context by respecting the architecture of surrounding buildings, the quality and nature of materials, established layout and special character, the scale, height, bulk and massing of the adjacent townscape, and the architectural and historic features as well as making effective use of land.
- 12.5 Policy DH3 of the Royal Greenwich Local Plan sets out that heritage assets and their settings within the borough will be protected and enhanced, applying a presumption in favour of the preservation of statutory listed buildings and giving substantial weight to protecting and conserving locally listed buildings.
- 12.6 Policy DH(h) of the Royal Greenwich Local Plan states that planning permission will only be granted for proposals which pay special attention to preserving or enhancing the character or appearance of the

Conservation Area. The local scale, the established pattern of development and landscape, building form and materials will all be taken into account, and development on sites in the vicinity of a Conservation Area and which would have a visual effect on its character or appearance, should respect the setting of that area.

- 12.7 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides a general duty in the exercise of planning functions, that ‘with respect to any buildings or other land in a conservation area ... special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area’. Paragraph 192 of the National Planning Policy Framework (2019) states that in determining planning applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation. Paragraph 193 advises that when planning decision makers are considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation.
- 12.8 As set out above, the Tramshed building is a relatively well-maintained remnant of Woolwich and London’s transport history, and its size, scale and appearance are characteristic of both the functionality of its original purpose and its location within a busy town centre. The building has a largely symmetrical front façade, which coupled with its use of stone dressings, keystones, exaggerated quoins and plat bands (often accentuated in white stucco), gives the building a well-proportioned appearance which makes a positive contribution to General Gordon Square.
- 12.9 The proposed development includes two extensions; a side extension facing Wilmount Street and a ‘black box’ extension to the rear. It is considered that the proposed side extension has been carefully designed to integrate with the existing building, keeping to a similar scale, height and design as the existing single-storey projection, replicating the distinctive roof style facing Wilmount Street. Moreover, by building on established design features and maintaining a single-storey scale, the proposed extension reads as a subordinate addition which enhances the architectural distinctiveness of the locally listed building and preserves the strong sense of geometry and a well-proportioned façade.

- 12.10 The rear 'black box' extension is considered to read as a subservient addition to the host building, which whilst representing a substantial mass, is no higher than the eaves height of the main building. Moreover, by reason of its minimal simplicity in terms of its design, scale and use of materials, it is considered that the rear extension has been designed to complement the existing appearance of the host building, rather than competing for visual prominence. It is further noted that the rear extension would only be visible from some limited views to the south, and would not be visible from Woolwich New Road.
- 12.11 Overall, it is considered that the proposed demolitions and subsequent extensions would be positive additions to the locally listed building within Woolwich Conservation Area, and would allow the theatre to operate to a greater capacity than previously. On this basis, the proposal is considered acceptable in design terms and would preserve and enhance the character and appearance of the Woolwich Conservation Area in accordance with the aims and objectives of relevant policy and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

13. Transport and Access

- 13.1 Policy 6.13 of the London Plan sets out that the Mayor wishes to seek an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. In addition, Policies 6.9 and 6.10 of the London Plan seek to ensure that developments encourage cycling and walking over other less sustainable modes of transport.
- 13.2 Policy T6 of the Publication London Plan states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car-free developments should be the starting point for all development proposals in places that are, or are expected to be, well-connected to public transport. Developments elsewhere should be designed to provide the minimum necessary level of parking (car-lite), having regard to the maximum parking standards set out in Policies T6.1 – T6.5.
- 13.3 Policies T6.2 and T6.4 state that within locations where the Public Transport Accessibility Level (PTAL) is high and within town centres, both office developments and leisure developments should be car-free and limited to operational needs only.

- 13.4 Policy T6 further sets out that adequate provisions should be made for efficient deliveries and servicing and emergency access.
- 13.5 Policy IM(c) of the Royal Greenwich Local Plan states that developments must provide the minimum level of car and cycle parking provision in accordance with the requirements of the London Plan, ensuring an appropriate level of parking is provided for people with disabilities and parking is provided for servicing, collection points and waiting areas if necessary. Policy IM(c) further states that developments in areas of high Public Transport Accessibility Levels (PTALs) and within Controlled Parking Zones (CPZs) should be car free.
- 13.6 Policy IM(b) of the Royal Greenwich Local Plan requires new development to integrate with existing footpaths and cycle paths, to promote walking and cycling safety, and to have regard to the Royal Borough's Cycling Strategy.
- 13.7 Cycle parking should also be provided to encourage the uptake of active modes of transport, both for employees and the general public. The Publication London Plan cycle parking standards for theatres require one long-stay parking space for every eight employees, and an additional one long-stay space for every 75 sqm of office accommodation. Further, one short-stay cycle parking space should be provided for every 30 seats and every 500 sqm of office space. Policy T5 of the Publication London Plan makes it a requirement for cycle parking provision to be designed in accordance with the London Cycle Design Standards, including provision for larger cycles and adapted cycles for disabled people.
- 13.8 No car parking spaces are proposed, which having regard to the site's PTAL of 6b (best) and location within Woolwich Town Centre is fully supported.
- 13.9 The proposed theatre would have a capacity of 153 seats, and is likely to create 12 Full-Time Equivalent (FTE) jobs when fully operational. Additionally, 103.5 sqm of office space is proposed, capable of operating in a supportive role to the theatre or independently. Consequently, the cycle parking standards set out that 1-2 long-stay spaces should be provided for both the theatre and offices, and 5 short-stay spaces should be provided for the theatre.
- 13.10 The proposal includes provision for two long-stay spaces, with no provision of short-stay spaces. Whilst this would fall below the policy

requirements of the London Plan, it is recognised that there are a number of existing short-stay cycle spaces nearby, including to the front of the Tramshed, which should cater for any additional demand arising from this development. The provision of two long-stay spaces is also considered to be satisfactory.

13.11 On this basis, the proposal is considered acceptable in terms of its impact on parking and the local highway network.

14. Impact on Existing Residential Amenity

14.1 Policy Dh(b) of the Royal Greenwich Local Plan sets out that new developments will only be allowed where it can be demonstrated that the proposed development does not cause an unacceptable loss of amenity to adjacent occupiers by reducing the amount of daylight, sunlight or privacy they enjoy or result in an unneighbourly sense of enclosure.

14.2 Given the relatively modest height, scale and bulk of the proposed extensions, and their siting away from nearby residential properties, it is considered that the proposal would not have a significant adverse impact on adjoining properties by way of a loss of light, outlook or privacy.

15. Noise and Air Pollution

15.1 Policy E(a) of the Royal Greenwich Local Plan sets out that planning permission will not normally be granted where a proposed development or change of use would generally have a significant adverse effect on the amenities of adjacent occupiers or uses, and especially where proposals would be likely to result in the unacceptable emission of noise, light, vibrations, odours, fumes, dust, water and soil pollutants or grit.

15.2 Policy D14 of the Publication London Plan requires new development to minimise and mitigate the potential impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses. Where appropriate, a noise management plan should be prepared to ensure that any impacts can be mitigated.

15.3 A Noise Impact Assessment has been submitted with this application, which sets out that the surrounding area has a relatively high noise profile, dominated by traffic noise, particularly buses and vehicles at the

junction of Woolwich New Road and Wilmount Street. The Noise Impact Assessment sets out that noise arising from the theatre would be 10dB below the representative background noise for all nearby residential receptors at night, with one window within the building opposite affected to a greater degree during the day, with the noise at this receptor 2dB below background level. Within this range, where the noise source would still be below background levels, guidance indicates that this specific noise source would have a low impact.

15.4 In addition, a condition has been recommended which ensures the proposed mitigation measures, including a noise screen around the rooftop plant, will be implemented prior to use. A condition controlling the hours of use has also been recommended.

15.5 On this basis, the proposal is considered acceptable in terms of its impact on noise quality.

16. Waste and Refuse Provision

16.1 Policy DH1 of the Royal Greenwich Local Plan sets out that all developments will be expected to demonstrate on-site waste management, including evidence of waste reduction, the use of recycled materials and provide dedicated waste storage space.

16.2 The proposed waste storage area, including space for 1 x 1100L general refuse and 1 x 1100L recycling bin are shown on the proposed site plan, and this would be sufficient for a scheme of this size. This area is considered acceptable and would allow for easy and convenient storage and collection.

17. Public Sector Equality Duty (PSED) and Human Rights

17.1 Under the Equalities Act 2010, the council must have due regard to the need to eliminate discrimination, harassment or victimisation of persons by reason of age, disability, pregnancy, race, religion, sex and sexual orientation. This planning application has been processed and assessed with due regard to the PSED. The application proposals are not considered to conflict with the Duty.

17.2 The application has also been considered in the light of the Human Rights Act 1998 and it is considered that the analysis of the issues in this case,

as set out in this report and recommendation below, is compatible with the Act.

17.3 CIL

17.4 The proposed development would be liable under The Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019, as more than 100 sqm of office floorspace is proposed. Two CIL charges will be applied; Mayoral CIL (MCIL2), which came into effect on the 1st April 2019; and Royal Borough of Greenwich CIL, which was adopted on the 25th March 2015 and introduced on the 6th April 2015. All CIL charges are index linked.

18. Conclusion

18.1 The proposed development is considered acceptable in principle as it would bring back into use a vacant brownfield site within a town centre location, re-providing a theatre with additional office space which can support the functions of the theatre or operate independently.

18.2 The proposed extensions have been sensitively designed and would support the re-use of the building, further providing resilience by allowing a mix of uses on site.

18.3 As such, it is considered that the proposal is acceptable, and is recommended for approval.

Background Papers: Publication London Plan (December 2020), London Plan (2016), Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014), The National Planning Policy Framework (NPPF) (2019), The National Planning Practice Guidance (NPPG), The Human Rights Act (1998), The Equalities Act (2010).

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Appendix I - Drawing numbers

The following drawings have been submitted by the applicant in support of application reference 20/3298/F:

00-00-DR-A-005BI (Rev. P1), 00-00-DR-A-00005 (Rev. P1), 00-01-DR-A-00105 (Rev. P1), 00-03-DR-A-00305 (Rev. P1), 00-XX-DR-A-0055 (Rev. P1), 00-XX-DR-A-0015 (Rev. P1), 00-XX-DR-A-0025 (Rev. P1), 00-XX-DR-A-0035 (Rev. P1), 00-00-DR-A-000BI (Rev. P4), 00-00-DR-A-00000 (Rev. T2), 00-01-DR-A-00100 (Rev. P5), 00-02-DR-A-00200 (Rev. P5), 00-03-DR-A-00300 (Rev. P3), 00-XX-DR-A-005I (Rev. T2), 00-XX-DR-A-000I (Rev. P2), 00-XX-DR-A-0002 (Rev. P2), 00-XX-DR-A-0003 (Rev. P2), 00-00-DR-A-050BI (Rev. P1), 00-00-DR-A-05000 (Rev. P2), 00-01-DR-A-05100 (Rev. P1), 00-03-DR-A-05300 (Rev. P1), 00-XX-DR-A-050I (Rev. P1), 00-XX-DR-A-0502 (Rev. P1), 00-XX-DR-A-0503 (Rev. P1), 00-00-DR-A-05_00-100 (Rev. P1), 00-00-DR-A-05_00-105 (Rev. P1), 00-00-DR-A-05_00-115 (Rev. P1), 00-00-DR-A-2101 (Rev. P2), 00-01-DR-A-2102 (Rev. P2), 00-02-DR-A-2103 (Rev. P2).

In addition, the following documents have been submitted by the applicant in support of application reference 20/3298/F:

Woolwich Tramshed Noise Impact Assessment (Issue 01) (16th October 2020), Planning Statement (October 2020), Design and Access Statement (October 2020), Heritage Assessment (21 October 2020), Transport Statement (October 2020), Tramshed Construction Environmental Management Plan (Rev. 01).

Appendix 2 - Conditions and Informatives for Application Reference 19/0939/F:

Condition 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.

Condition 2 Approved Drawings

The development shall be carried out strictly in accordance with the application plans, drawings and documents hereby approved and as detailed below:

00-00-DR-A-005BI (Rev. P1), 00-00-DR-A-00005 (Rev. P1), 00-01-DR-A-00105 (Rev. P1), 00-03-DR-A-00305 (Rev. P1), 00-XX-DR-A-0055 (Rev. P1), 00-XX-DR-A-0015 (Rev. P1), 00-XX-DR-A-0025 (Rev. P1), 00-XX-DR-A-0035 (Rev. P1), 00-00-DR-A-000BI (Rev. P4), 00-00-DR-A-00000 (Rev. T2), 00-01-DR-A-00100 (Rev. P5), 00-02-DR-A-00200 (Rev. P5), 00-03-DR-A-00300 (Rev. P3), 00-XX-DR-A-0051 (Rev. T2), 00-XX-DR-A-0001 (Rev. P2), 00-XX-DR-A-0002 (Rev. P2), 00-XX-DR-A-0003 (Rev. P2), 00-00-DR-A-050BI (Rev. P1), 00-00-DR-A-05000 (Rev. P2), 00-01-DR-A-05100 (Rev. P1), 00-03-DR-A-05300 (Rev. P1), 00-XX-DR-A-0501 (Rev. P1), 00-XX-DR-A-0502 (Rev. P1), 00-XX-DR-A-0503 (Rev. P1), 00-00-DR-A-05_00-100 (Rev. P1), 00-00-DR-A-05_00-105 (Rev. P1), 00-00-DR-A-05_00-115 (Rev. P1), 00-00-DR-A-2101 (Rev. P2), 00-01-DR-A-2102 (Rev. P2), 00-02-DR-A-2103 (Rev. P2), 3705-FBA-00-00-DR-A-00803, Woolwich Tramshed Noise Impact Assessment (Issue 01) (16th October 2020), Planning Statement (October 2020), Design and Access Statement (October 2020), Heritage Assessment (21 October 2020), Transport Statement (October 2020), Tramshed Construction Environmental Management Plan (Rev. 01).

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

Condition 3

Materials

The development shall be constructed in those materials as submitted namely:

Grey slate roof tiles to match existing, yellow English bond brick, stucco render fascias and coping, matte black metal panels, black aluminium frames.

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

Reason: To ensure that the design is delivered in accordance with the details submitted and assessed so that the development achieves the necessary high standard and detailing in accordance with Policies DH1 and DH(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014).

Condition 4

Openable Windows and Doors

No window or door shall open out onto or over the public highway (including the pavement).

Reason: In the interest of pedestrian safety and ease of movement on Wilmount Street and Woolwich New Road.

Condition 5

Opening Hours

The premises shall only operate between the hours of:

Monday to Friday - 08:00 - 23:00

Saturdays - 10:00 - 23:00

Sundays and Bank Holidays - 10:00 - 18:00

All staff must have left the premises within 30 minutes of closing to the public.

Reason: In order to safeguard the amenities of adjoining occupants at unsociable hours in accordance with Policies DH(b) and E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 6

Noise Mitigation

The noise mitigation measures outlined in the Woolwich Tramshed Noise Impact Assessment (Issue 01) (16th October 2020) shall be implemented in full prior to the first use of the development, including, but not limited to; in-duct attenuation, noise screens and the location and size of the condensers.

The mitigation measures once implemented shall be retained in full for the lifetime of the development.

Reason: To protect the amenity of nearby residential properties in accordance with Policy E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 7

Cycle Space

The cycle space provision shown on Drawing No. 00-00-DR-A-00000 (Rev. T2) for the provision of two cycle spaces shall be made available for use prior to the first use of the site following completion of the development hereby approved.

Reason: To ensure the development encourages sustainable modes of transport in accordance with Policies IM(b) and IM(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 8
CEMP

The development shall be completed in accordance with the hereby approved Construction Environment Management Plan (CEMP) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard residential amenity and prevent adverse impacts on highways, noise and air quality.

Informative(s)

Positive and Proactive Statement: 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, positive and proactive discussions took place with the applicant prior to the application being submitted through a pre-application discussion. As the proposal was in accordance with these discussions and was in accordance with the Development Plan, no contact was made with the applicant prior to determination.

Naming and Numbering: The applicant be 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.

Community Infrastructure Levy

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 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

Appendix 3 - National, regional and local planning policies and Supplementary Planning Guidance / Documents.

1. The London Plan (2016)

Chapter 2 - London's Places

2.15 - Town Centres

Chapter 3 - London's People

3.16 - Protection and enhancement of social infrastructure

Chapter 4 - London's Economy

4.7 - Retail and Town Centre Development

Chapter 6 - London's Transport

6.9 - Cycling

6.10 - Walking

6.13 – Parking

Chapter 7 – London’s Living Spaces and Places

7.4 – Local Character

7.5 – Public Realm

7.8 – Heritage Assets and Archaeology

2. The Publication London Plan (December 2020) – The following London Plan policies are of consideration:

Chapter 2

SD6 – Town Centres and High Streets

Chapter 3

D3 – Optimising site capacity through the design-led approach

D14 – Noise

Chapter 5

SI – Developing London’s social infrastructure

Chapter 7

HCI – Heritage, conservation and growth

Chapter 10

T5 – Cycling

T6 – Car parking

3. The Royal Greenwich Local Plan: Core Strategy with Detailed Policies (“Core Strategy” – 2014) – The main Core Strategy policies relevant to this application are:

Economic Activity and Employment Policies

EAI Economic Development

Town Centres

TC2 Woolwich Town Centre

Design and Heritage Policies

DHI Design
DH3 Heritage Assets
DH(h) Conservation Area
DH(j) Locally Listed Buildings

Sustainability Policies

E(a) Pollution

Cohesive and Healthy Communities Policies

CHI Cohesive Communities

Infrastructure and Movement Policies

IM(b) Walking and Cycling
IM(c) Parking Standards