

PLANNING BOARD	Agenda Item: 9
17th March 2020	Reference No: 19/0939/F

Applicant: Travelodge/O’Keefe Group

Agent: Charlotte Grant, MDA Planning

Site Address: 1 Boord Street, Greenwich, London, SE10 0PU	Ward: Peninsula Application Type: Full Planning Permission
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Addendum

1. Supplements and Amendments to the Main Report

1.1 This report seeks to supplement the main report as follows:

- To amend the ‘summary of comments’ and ‘officer’s comments’ within the Statutory Consultees table.
- To correct an error in paragraph 12.14 of the main report about the height of the proposed building.
- To clarify the function of the Asset Protection Agreement (APA) within paragraph 25.2 of the
- To amend Appendix 1 and Condition 2, within Appendix 2, of the main report to correct a drawing number.

2. Statutory Consultees

2.1 The Statutory Consultees table should be updated to include the most up to date comments from Transport for London.

Details of Representation	Summary of Comments	Officer’s comments
Transport for London (TfL)	The development proposes 60 car parking spaces for guests. The draft London Plan requires parking to be assessed on a case by case basis, consistent with the Healthy Streets	The application site has a PTAL of 2, on a scale of 0 (worst) to 6b (best), which is reflective of a relatively poor level of access to public transport. Whilst it is recognised that the wider area will likely see transport

	<p>Approach, mode share, and active travel targets, and the aim to improve public transport reliability and reduce congestion.</p> <p>The assessments which have been undertaken are not consistent with this approach, and is largely based on two TRICS surveys from hotels, which are considered to be out of date and unrepresentative of the proposed hotel. As such, it is recommended that car parking provision be reduced.</p> <p>In addition, details of the monetary charging regime and controls to prevent parking by staff are important and we recommend that these are secured by condition.</p> <p>The provision of Electric Vehicle Charging Points again includes no provision for disabled persons' parking places, which should be addressed. Similarly, no rapid charging points are provided for the "operational" van parking spaces.</p>	<p>infrastructure improvements in the coming years, including the creation of a bus interchange at North Greenwich Station, the TfL WebCAT tool does not identify any significant improvements to the PTAL in the immediate vicinity of the application site, and on this basis, the provision of 60 car parking spaces for guests is considered acceptable. This has been confirmed by the Council's Highways Officer in their comments on the proposal.</p> <p>Each application must be assessed on its own merits, and in this instance, the provision of 60 car parking spaces is considered to be acceptable.</p> <p>Conditions have been recommended which control works relating to demolition and construction, a car park management plan, cycle parking, electric vehicle charging points for guests and operational staff, deliveries and servicing and refuse and recycling.</p>
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3. Height, Massing and Scale

- 3.1 Paragraph 12.14 of the original report to Planning Board states that the current proposal would be approximately 20 metres taller than the building proposed under application reference 18/0452/F. This is incorrect and the proposed building would be approximately 10 metres taller than the previously refused scheme, as set out in paragraph 12.13.
- 3.2 This error in the report does not affect the assessment of this application.

4. Asset Protection Agreement

- 4.1 Section 25 of the main report sets out the planning obligations which are to be secured by way of a legal agreement. One of these obligations requires the applicant to enter into an Asset Protection Agreement (APA) with Transport for London. This APA relates to all works associated with the implementation of the Silvertown Tunnel Development Consent Order, including but not limited to, the demolition and replacement of the footbridge over the A102.

5. Amendments to Appendix 1 and Appendix 2 of the Main Report

- 5.1 Appendix 1 of the initial report to Planning Board sets out the drawing numbers and documents submitted in support of this application.
- 5.2 Appendix 2 of the initial report sets out the draft conditions which are recommended as part of the overall recommendation for approval.
- 5.3 Drawing number 2033-P60 (Cycle Parking), as listed in Appendix 1 and Condition 2 of Appendix 2 is incorrect and the correct drawing number is 2033-P-80 (Cycle Parking).

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