

<p><b>Greenwich Area Planning Committee</b></p> <p><b>9 May 2024</b></p>	<p><b>Agenda Item: 7</b></p> <p><b>Reference Nos: 23/1603/F</b></p> <p><b>Planning Documents: <a href="#">Web Link</a></b></p>
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**Applicant:** Trademark Group

**Agent:** Mr Alexander Montebello Ealey, ASP Southern Ltd

<p><b>Site Address:</b> Site to the south-west of 27 Greenwich High Road, Greenwich, SE10 8JL</p>	<p><b>Ward:</b> Greenwich Park</p> <p><b>Application Type:</b> Full</p>
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## 1.0 Recommendation

1.1 The Committee is requested to grant Planning Permission, as outlined below:

*Construction of a five-storey building comprising office space (Use Class E) and residential units (Use Class C3) and associated refuse and cycle parking.*

1.2 Subject to:

- (i) The satisfactory completion of a Section 106 Legal Agreement as set out at Section 21 of this report; and
- (ii) Conditions set out in Appendix 2 of this report.

## 2.0 Summary

2.1 Detailed below is a summary of the application:

<b>The Site -</b>	
Site Area (m <sup>2</sup> )	129m <sup>2</sup>
Local Plan Allocation	None
Heritage Assets	<ul style="list-style-type: none"> <li>– Adjacent to Ashburnham Triangle Conservation Area</li> <li>– Site adjoins Grade II Listed Mumford’s Mills to the north</li> <li>– Locally listed 21 Greenwich High Road located adjacent to the south-west</li> </ul>
Tree Preservation Order	No
Flood Risk Zone	Zone 2 – Benefiting from flood defences

<b>Proposed Building</b>	
Building height (metres)	14
No. of storeys	5

<b>Housing</b>		
Dwelling Mix	Studio (no. / %)	0 (0%)
	1-bed (no. / %)	2 (50%)
	2-bed (no. / %)	2 (50%)
	3-bed (no. / %)	0 (0%)
	4-bed (no. / %)	0 (0%)
Housing Standards	Complies with Technical housing standards – nationally described space standard and London Plan standards?	Yes

<b>Non-Residential Uses</b>		
Existing Use(s)	Existing use (Classes) / Operator	Vacant Land
	m <sup>2</sup>	N/A
Proposed Use(s)	Proposed use(s) (Classes) / Operator	Office Space - Use Class E
	m <sup>2</sup>	34m <sup>2</sup>

<b>Transportation</b>		
Car Parking	No. existing car parking spaces	0
	No. Proposed Car Parking Spaces	0
Cycle Parking	No. Proposed Cycle Parking	8
	Complies with policy	Yes
Public Transport	PTAL Rating	6A

<b>Public Consultation</b>	
Number of comments	Nine (9)
Number in support	One (1)
Number of objections	Six (6)
Number neither in support or objection	Two (2)
Main issues raised	<ol style="list-style-type: none"> <li>1. Application Supported</li> <li>2. Inappropriate height, scale and bulk and impact on Mumford's Mills</li> <li>3. Density level</li> <li>4. Access for emergency vehicles and bin collection lorries</li> <li>5. Impact on substation</li> <li>6. Inappropriate notice served on interested parties</li> <li>7. Impact of development on access road</li> <li>8. Incorporation of swift boxes and green or brown roofs in development</li> <li>9. Impact on residential amenity</li> </ol>

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

2.3 The application is considered acceptable and is recommended for approval, subject to the conditions listed in Appendix 2 and satisfactory completion of a Section 106 Legal Agreement.

### **3.0 Site and surroundings (in detail)**

3.1 The application site is approximately 129sqm in size and is located on the north side of Greenwich High Road. The site originally formed part of the wider Hope Wharf Development (formerly Booker's Cash and Carry Site – Ref. 16/1792/F) and was to encompass a four-storey commercial building (Use Class A2/BI on the basis of the previous Use Class Order). However, this section of the site has since been sold, with the consented commercial building having never been constructed.

3.2 The site fronts Greenwich High Road and currently comprises an area of hardstanding, which is being used without permission as car parking. To the rear of the site is a sub-station.

- 3.3 Planning permission was subsequently granted in July 2020 for the construction of a five-storey mixed use building, comprising office space at ground floor level with 4x1 bed flats above (Ref. 19/1061/F). A minor material amendment application (Section 73) was then approved on the 15<sup>th</sup> of December 2020, which resulted in the mix of residential units changing to 2x1 bed and 2x2 bed as well as some minor alterations to the external appearance of the building (Ref. 20/2194/MA).
- 3.4 To the north-west of the application site is Mumford's Mill, an eleven-storey grade II listed former grain silo, which has been converted into residential accommodation (Main Mill and Long Mill). The statutory listing for Mumford's Mills is as follows:

*Grain silo. 1897 by Aston Webb. Diapered brick with stone dressings. Roof, part gabled with slate, part flat, with coped parapets. Stone band at 4th storey level, 2 stone bands below modillioned stone cornice, plain cornice above attic storey. Stone quoins. North elevation has 5 unevenly spaced storeys. Lower 3 storeys together have to left and right, a recessed bay with cambered arch, that to left with 3 doorways, one above another, that to right with 3 glazing bar sashes with cambered arches, one above another. Above, 3 double recessed round windows. Above in the attic storey, 3 glazing bar sashes. Above again a triangular pedimented roof gable with stone dressings and a central round window. North-west corner of silo has extruded polygonal tower with narrow windows, stone cornice, and dome with finial. West elevation: 9 storeys, 4 irregular bays. Lower 3 storeys have windows with metal glazing bars and cambered arches in all 4 bays in each storey. Above, to right, 2 bays of glazing bar sashes with cambered arches, in 5 storeys. To left, below the stone band, 2 double recessed round windows. Above, in the attic storey, 4 glazing bar sashes with cambered arches. East elevation similarly treated again with irregularly spaced storeys. South elevation has no openings in attic storey, but instead the inscription: '1790: MUMFORD'S: GREENWICH: FLOUR: MILLS: 1897'. Roof has several metal, variable direction, cowed and crested ventilators. Interior: iron spiral staircase, iron supporting shafts, grain bins, and some surviving hoist machinery. Adjoining to south, brick, 4 storey flour mill range with water-tower.*

- 3.5 To the south-west is 21 Greenwich High Road, a three storey locally listed residential building, which is set away from the boundary with application site by an access drive (5.4m in width) serving Mumford's Mills. The separation distance between 21 Greenwich High Road and the application site is approximately which measures approximately 7m. The local listing for 21 Greenwich High Road is as follows:

*Georgian house, circa 1800-1820 in yellow stock brick with parapet roof, probably originally connected with the mills at rear. Now incorporated into redevelopment scheme 19-21 (No. 19 is new build infill to match). Left-hand part is two-bay, 3-storey (upper part rebuilt); righthand part is two-bay, was 2-storey originally but now has an additional storey, with doorway with semi-circular gauged brick arch over. Recessed doorcase with fluted pilasters carrying token capitals and oval paterae with radial flutings. Moulding of the transom below fanlight of Greek echinus profile. Fine contemporary panelled door. Windows with flat gauged arches, glazing altered. Plain stone coping.*

- 3.6 Together No. 19 and 21 Greenwich High Road is known as Benjamin House.
- 3.7 To the west of the application site and on the opposite side of Greenwich High Road is the boundary on the Ashburnham Triangle Conservation Area.
- 3.8 The application site is located close to the borough boundary with the London Borough of Lewisham. Deptford Bridge DLR station is to the east, whist to west is Greenwich mainline railway station, which also provides access to the DLR and Greenwich Town Centre, which includes Cutty Sark DLR station. The application site has excellent access to public transport, with a Public Transport Accessibility Level (PTAL) of 6a, on a scale of 0-6b with 6b being the most accessible.

## Site Plan

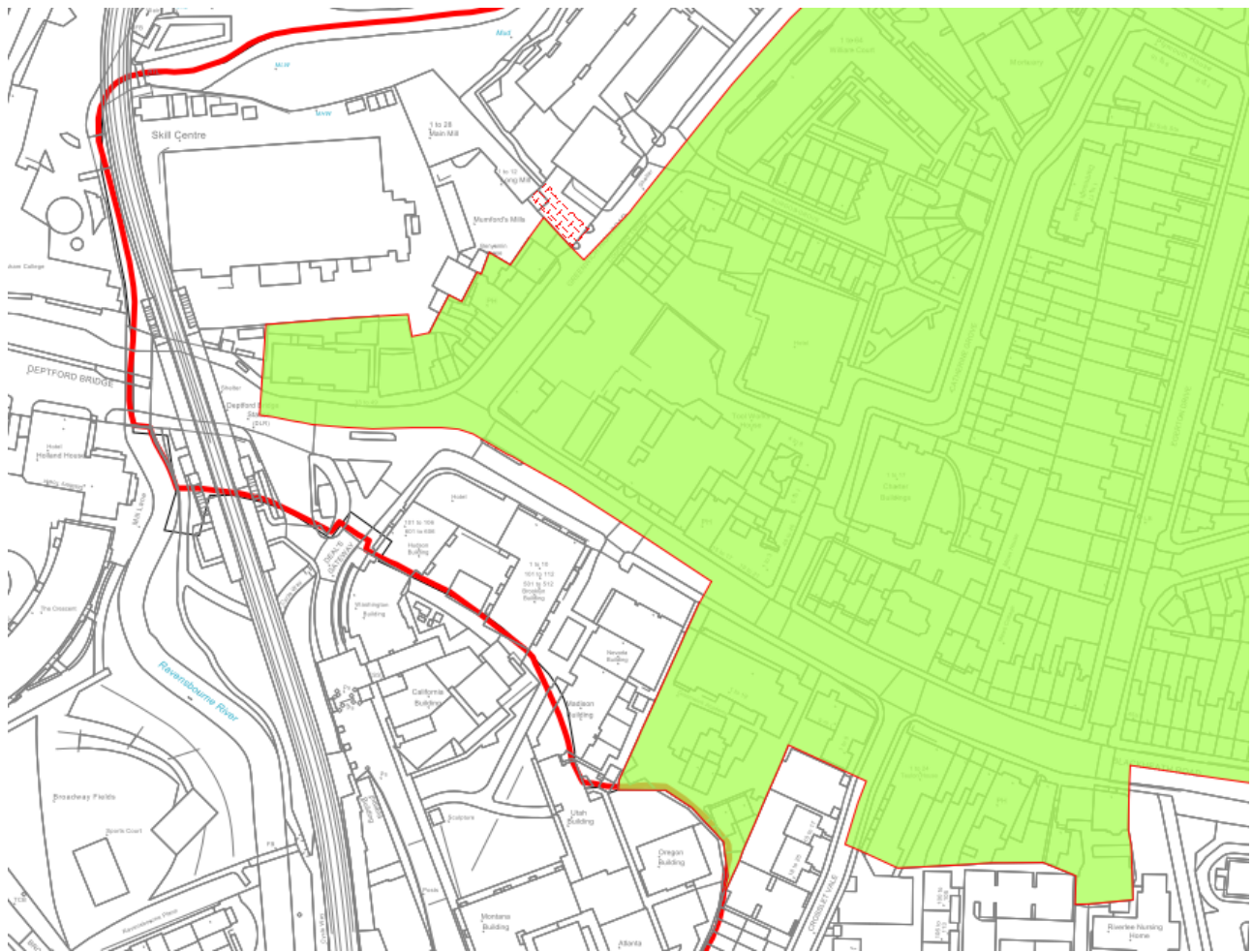


Figure 1: Site Plan

### 4.0 Relevant Planning History

- 4.1 **16/1792/F** - Redevelopment of the site to provide 125 residential units, 513sqm of commercial floor space (use classes A1, A2, A3, B1 or D1), ranging from 4 to 14-storeys and a stand-alone commercial unit; 24 car parking spaces (including car club and accessible provision), private and communal landscaped amenity areas, secure cycle parking and other associated development. **Approved**, 07/03/2017.
- 4.2 **19/1061/F** - Construction of a five-storey building comprising Office space (Use Class B1(a)) at ground floor, 4 x 1 bed self-contained flats (Use Class C3) on the upper floors, together with associated refuse and cycle parking. **Approved**, 14/07/2020.
- 4.3 **20/2194/MA** - An application submitted under Section 73 of the Town & Country Planning Act 1990, for a minor material amendment to planning

permission 19/1061/F (dated 14/07/2020) and associated non-material amendment 20/2793/NM (dated 06/10/2020), for the Construction of a five-storey building comprising office space at ground floor and 4 self-contained flats on the upper floors, together with associated refuse and cycle parking, to allow:

- a) Change of unit mix to 2x1 bed and 2x2 bed self-contained flats
- b) Alterations to windows on flank elevations
- c) Correction to elevations showing setback of top floor
- d) Removal of brick finish to top floor
- e) Change to electricity substation access doors

**Approved, 15/12/2020**

- 4.4 **20/2793/NM** - An application submitted under Section 96a of the Town & Country Planning Act 1990 for a non-material amendment in connection with the planning permission 19/1061/F, dated 14/07/2020 for the construction of a five-storey building comprising Office space (Use Class B1(a)) at ground floor, 4 x 1 bed self-contained flats (Use Class C3) on the upper floors, together with associated refuse and cycle parking to allow the amendment of the description to:

"Construction of a five-storey building comprising office space at ground floor and 4 self-contained flats on the upper floors, together with associated refuse and cycle parking.";

together with the addition of conditions confirming the mix and use class of the flats and restricting the use of the office space to Use Class B1(a).

**Approved, 06/10/2020.**

- 4.5 **21/0102/F** – Construction of a six-storey building comprising office (Use Class E) at ground floor and 5 self-contained flats (2 x 1-bed and 3 x 2-bed) (Use Class C3) on the upper floors, together with associated refuse and cycle parking. **Refused, 16/03/2021 and Dismissed at appeal, 1/12/2021**
- 4.6 **21/2512/F** - Construction of a six-storey building comprising Office space (Use Class E(g)(i)) at ground floor, 3x 2 bed and 2x 1 bed self-contained flats (Use Class C3) on the upper floors, together with associated refuse and cycle parking. **Refused, 16/09/2021.**

- 5.0 **Proposal**

- 5.1 The application seeks planning permission for the construction of a five-storey building comprising of office space at ground floor level (Use Class E) and 4 residential flats (Use Class C3) above with associated refuse and cycle parking provision.
- 5.2 The ground floor level would consist of the office space, the refuse storage area for both the residential and office space, the entrance lobby for the residential flats and the cycle storage. All would be accessed via the side of the building.
- 5.3 The first and third floors would each accommodate a 2 bed 3 person flat, whilst the second and fourth floor would each accommodate a 1 bed 2 person flat.
- 5.4 The proposed building would have a maximum height of 14m, with the top floor set back by 1.6m. The ground to fourth floor would be finished in facing brick with the top (fifth) floor finished in metal cladding (colour light grey). The windows and doors would be aluminium powder coated.

## **6.0 Consultation**

- 6.1 The application was submitted in May 2023 and has been subject to two periods of public consultation. On both occasions the occupiers of 83 adjoining properties have been notified of the application in writing as well as a site and press notice. In addition, statutory and internal bodies were also consulted as well as local amenity groups.
- 6.2 A summary of the consultation responses received are set out in the tables and paragraphs below, along with the relevant planning officers comments.

## **6.3 Statutory Consultees**

- 6.3.1. A summary of the consultation responses received along with the officer comments are set out in table below:



Details of Representation	Summary of Comments	Officer's comments
Local Ward Councillors	No comments received.	N/A
Historic England	On the basis of the information provided, we do not consider that it is necessary for this application to be notified to Historic England under the relevant statutory provisions, details of which are attached.	Noted.
Transport for London (TfL)	<p>Transport for London initially commented on the application on the 24<sup>th</sup> July 2023 and raised the following issues:</p> <p><i>It is understood that 6 cycle parking spaces are proposed for the development, which is not in line with Policy T5 of the London Plan. The applicant should instead provide a minimum of 8 long-stay cycle parking spaces, 7 for the residential units and 1 for the office space. These should be located in a secure, sheltered and accessible location, and should meet design standards set out in Chapter 8 of the London Cycle Design Standards (LCDS).</i></p> <p><i>Details of proposed construction access arrangements should be provided to TfL to confirm impacts on the TLRN and the surrounding transport network, particularly the bus stops directly outside the site. Please note that any impact/changes to TfL Assets/Infrastructure will require approval from TfL. 8. It is understood that refuse vehicles will pull up immediately adjacent to the bin store, which implies that they will</i></p>	<p>The comments made by TfL are noted.</p> <p>In light of the comments made the applicant has amended the level of cycle storage to 8 spaces as required, with the spaces provided in a secure, sheltered and accessible location.</p> <p>Details of the proposed construction access arrangements will be secured via a construction management plan (see condition 4)</p> <p>As with the previous schemes approved on the site the existing</p>

	<p><i>utilise the existing side road next to the site. Therefore, it is unclear whether the existing vehicular access on the site's frontage will be removed. This should be confirmed.</i></p> <p><i>Given the reduced space in this area as a result of the development, TfL has concerns that refuse and other delivery and servicing vehicles may be required to reverse onto Greenwich High Road. Reversing manoeuvres have the potential to endanger public safety, which does not support the Mayor's Vision Zero approach to eliminate all fatalities and injuries on London's transport. Therefore, TfL requests that a Delivery and Servicing Plan (DSP) is submitted to and approved by Greenwich in consultation with TfL prior to occupation. It should aim to eliminate any reversing manoeuvres from the delivery and servicing strategy.</i></p> <p>Further consultation was carried out and TfL again responded on the 6<sup>th</sup> February 2024 stating the following:</p> <p><i>Having assessed the proposals, we can confirm that TfL has no comments to make on this planning application regarding strategic transport issues. We would, however, expect the application to be determined in line with relevant London Plan policy and guidance plus that issued by TfL including the Mayor's Transport Strategy. TfL has no objection to this planning</i></p>	<p>dropped kerb at the front of the site will be abandoned. This will be secured via a S106 Legal Agreement.</p> <p>An informative will be added in respect of the impact of the development on the 177 bus route.</p>
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	<p><i>application, providing that the development itself including any works does not impact on the operation of bus services. Please contact me if you consider that there are any strategic as opposed to local transport issues raised by this case. If the development is permitted I recommend the developer is reminded of the following: Greenwich High Road supports bus route 177. In the event that implementation of the development requires the temporary re-routeing of bus services or temporary or permanent closure or alteration of a bus stop or shelter or other such arrangements, these must be agreed with TfL before the work.</i></p>	
<p>Environment Agency</p>	<p>Thank you for consulting us on the above application. We <b>object</b> to this development, as its planning application does not demonstrate that the risks of pollution to controlled waters are acceptable, or can be appropriately managed. We therefore recommend that planning permission is refused.</p> <p><b>Reason</b> The previous use of the development site may present a medium risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the site is located:</p> <ul style="list-style-type: none"> <li>•       • within source protection zone 1</li> </ul>	<p>Whilst the objection raised by the Environment Agency is noted, this matter can be addressed via the imposition of a pre-commencement condition in respect of land contamination (see condition 5). Such a condition was attached to original consent for the wider Hope Wharf development.</p>

	<ul style="list-style-type: none"> <li>• upon a principal aquifer and a secondary A aquifer</li> </ul> <p>As the planning application is not supported by an appropriate risk assessment, it does not meet the requirements set out in paragraphs 174 and 183 of the National Planning Policy Framework.</p> <p><b>Overcoming our objection</b> The applicant should submit a preliminary risk assessment which includes a desk study, conceptual model and initial risk assessment. This information must demonstrate to the local planning authority that the risk to controlled waters has been fully understood and can be addressed through appropriate measures.</p>	
Street Services - Waste	<p>Residential bin store: The 100L bins should be placed side by side and not front to end as shown on the drawing. The third bin would be 500L one (not 600L). Commercial bin store: they need to provide a second bin for mixed dry recycling.</p>	Amended plans have been provided so that the required waste and recycling facilities are provided.
Environmental Health	<p>The Environmental Protection Team have been consulted on the above application. However, we do not have any objections to the proposals. The applicant should, however, be directed to the information on the Council's webpage regarding controlling noise and emissions from small scale developments.</p>	Noted and this has been attached as part of the Construction Management Plan condition (condition 4)

<p>The Energy Network Company</p>	<p>We do not object to the works to build over the substation and can allow them to progress subject to a few clarifications below.</p> <p>I have discussed with our legal team and understand that we would not issue a build over agreement as this does not relate to electricity works, however we can consent to the works. The clarifications are just on the practical side, we would just want confirmation the below but are happy for the works to progress:</p> <ul style="list-style-type: none"> <li>• How would the works progress around the live substation? Can this be completed without any access to the restricted area of the substation and no work required around the live equipment? If any works are required in the substation then we would need to look at how this could be completed.</li> <li>• We maintain a 24/7 access right to the substation and would need this for operational and emergency requirements, therefore we would need confirmation that the 24/7 access to the substation will be possible throughout works and following completion. May require dual locking/ access through depending on site set up.</li> </ul>	<p>The comments made are noted and the points of clarification raised are matters to be agreed with the developer.</p>
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<p>London Fire Brigade</p>	<p>The London Fire Commissioner (the Commissioner) is the fire and rescue authority for London. The Commissioner is responsible for enforcing the Regulatory Reform (Fire Safety) Order 2005 (as amended) in London.</p> <p>The London Fire Brigade (LFB) has been consulted with regard to the above-mentioned premises and have no further observations to make. It should be ensured that if any material amendments to this consultation is proposed, a further consultation may be required.</p> <p>If there are any deviations from the guidance in ADB) vol 1 and 2: B5 Access and facilities for the fire service in relation to water provisions, then this information needs to be provided to the Water Office (<a href="mailto:water@london-fire.gov.uk">water@london-fire.gov.uk</a>) to discuss the proposed provision.</p> <p>If there are any deviations to Brigade access and facilities then this information needs to be provided to Fire Safety Regulation (<a href="mailto:FSR-AdminSupport@london-fire.gov.uk">FSR-AdminSupport@london-fire.gov.uk</a>) to review the proposed provision.</p>	<p>Noted</p>
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## 6.4 Local amenity groups

6.4.1. The Greenwich Society, Greenwich Conservation Group, the Ashburnham Triangle Conservation Group and the Benjamin House Residents Association were notified, but no responses were received.

## 6.5 Local Residents

6.6 84 neighbouring properties were notified of the application on the 7<sup>th</sup> July 2023 and a site and press notice were also issued. Further neighbour consultation was undertaken on the 5<sup>th</sup> February and a further site notice erected on the 7<sup>th</sup> February 2024 and a press notice issued on the 14<sup>th</sup> February 2024. A summary of the consultation responses received along with the officers comments are set out in the table below:

Application is supported. The current car park is an eyesore and the development would be a welcome addition.	Noted
Impact of the development on the view of the historical building Mumford's Mills/Inappropriate, height, scale bulk and design of the building.	The height, scale, bulk and design of the building is the same as that previously approved. Also the impact of the development on the setting on Mumford's Mills is also the same. The impact of the development on the setting of the Grade II listed Mumford's Mills is set out at Section 12 of the report. This section of the report also considers the height, scale, bulk and design of the development.
Density level of the development	The London Plan promotes higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling. The overall density of the scheme is the same as that previously approved and considered acceptable on the site.
Restrict access to emergency vehicles/service vehicles and bin collection lorries	The location of the building is the same as that previously approved. When previously granting planning permission it was considered that the development would have no impact on emergency vehicles, service vehicles or bin collection

	lorries. As has been set out above no objection has been raised to the development for the Council's Waste Team. The London Fire Brigade (LFEPA) have been consulted on the development and have not objected to the development.
Impact on repair works to the substation.	As set out above no objection has been raised to the proposal by The Energy Network Company.
Incomplete notice has been served by the applicant on those with an interest in the land associated with the development	The applicant has amended the red line boundary so that it incorporates the area where the proposed building is to be located only. Notice has now been served in respect of the amended red line plan.
Impact of development on the access road once completed and during construction.	<p>The location of the building is the same as that previously approved. When previously granting planning permission it was considered that the development would have no adverse impact on the use of the access road, subject to a S106 legal agreement being signed in respect of a right of way to be agreed between the applicant and relevant neighbouring stakeholders concerning land required to access the site. This right of access is also being secured under the current proposal.</p> <p>A condition in respect of a construction management plan is proposed to ensure that the inconvenience caused by the implementation of the development is kept to a minimum (condition 4).</p>
Opportunity to incorporate Swift bricks into the design of the building	Whilst it is considered that a brown and green roof would not be



and to incorporate brown and green roofs.	possible in light of the current design of the building, the introduction of Swift bricks is supported and will be secured via a planning condition (condition 6).
Impact on residential amenity	The impact of the development on the residential amenity of adjoining occupiers is assessed under Section 13 of the report

## 7.0 **Planning Context**

7.1 This application needs to be considered in the context of a range of national, regional and local planning policies and Supplementary Planning Guidance / Documents.

- **National Planning Policy Framework (NPPF – Dec 2023)**
- **The London Plan (March 2021)** - Full details of relevant policies refer to Appendix 3.
- **The Royal Greenwich Local Plan: Core Strategy with Detailed Policies (“Core Strategy” – 2014)** - Full details of relevant policies refer to Appendix 3.

7.2 For full details of relevant SPD / Documents refer to Appendix 3.

## 8.0 **Planning Considerations**

8.1 The planning considerations relevant to this application are as follows:

- Principle of Development
- Proposed Unit Mix
- Standard of Accommodation
- Design and Heritage
- Neighbouring Amenity
- Highways
- Waste and Recycling
- Archaeology
- Flood Risk

## 9.0 **Principle of Development:**

- 9.1 The overriding objective of the Royal Greenwich policy framework is to deliver high quality development which improves the quality and distinctive identity of places and contributes to their success and the area's popularity as somewhere to live, work and stay.
- 9.2 The current proposal is a resubmission of application 19/1061/F (approved 14/07/2020), which was amended by application 20/2194/MA (15/12/2020) and which has now lapsed. The application seeks consents for the construction of a five-storey building comprising of office space at ground floor level (Use Class E) and 4 residential flats (2x1 bed 2 person and 2x2 bed 3 person) flats above along with associated refuse and cycle parking.

Provision of office space:

- 9.3 Core Strategy Policy EAI supports the expansion of existing businesses and increased employment opportunities. Core Strategy Policy EA(a) seeks to maximise the contribution to employment from sites in existing or previous employment use.
- 9.4 London Plan Policy GG2 supports the creation of successful sustainable mixed-use places that make the best use of land. This is achieved by:
- a) enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites.
  - b) prioritise sites which are well-connected by existing or planned public transport.
  - c) proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.
  - d) applying a design-led approach to determine the optimum development capacity of sites
- 9.5 Policies E1 and E2 of the London Plan supports the provision of office space (from micro, small, medium-sized and larger enterprises) with development proposals taking into account the need for a range of suitable workspace, including lower cost and affordable workspace. The provision of office space should be consolidated and where viable extended in town centres and other existing office clusters. Furthermore, the space provided should be fit for purpose having regard to the type and use of the space.

9.6 The provision of office space at ground floor level has previously been determined as acceptable in this location. Whilst there has been a change in adopted planning policy due to the introduction of the 2021 London Plan, the principle of office space at ground floor level as part of this mixed use development is still appropriate in this location due to the sites excellent access to public transport and the mixed use nature of the area.

Provision of Housing:

9.7 In terms of the proposed residential units, the Royal Borough of Greenwich makes a major contribution to London's Housing provision, having the third largest target for new housing of all London Boroughs. It is vital that the Royal Borough's unique housing needs are met, while still contributing to the overall London housing numbers. The NPPF supports the delivery of sufficient homes to meet current housing needs.

9.8 Chapter 11 of the NPPF (Making effective use of land) states 'planning policies and decisions should promote an effect use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions (para. 123). Paragraph 124 goes on to state that planning policies and decisions should:

d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)

9.9 The NPPF at paragraph 128 states that planning policies and decisions should support development that makes efficient use of land, whilst taking into consideration a number of criteria including the desirability of maintaining an area's prevailing character and setting, and the importance of securing well-designed, attractive and healthy places.

9.10 In this respect Policy GG4 of the London Plan (2021) seeks to ensure that more homes are delivered. To assist in this, Policy H1 of the London Plan highlights the pressing need for more homes in London and outlines for each local authority their 10-year targets for net housing completions. The Royal Borough's target is to deliver 28,240 dwellings. Policy H2 of the London Plan notes that Boroughs should pro-actively support well designed new homes on small sites (identified below 0.25hecares in size) and that of the 28,240 new

homes to be delivered these sites should accommodate 3010 dwellings. The proposal would therefore create a net increase in terms of residential accommodation and in principle the development is supported.

- 9.11 As such the principle of a mixed-use development remains acceptable subject to the proposals assessment against all other relevant policies.

## **10 Proposed Unit Mix**

- 10.1 Policy H10 of the London Plan sets out that schemes should generally consist of a range of unit sizes. The exact mix for each scheme will be dependent on a number of factors, which includes:

- the requirement to deliver mixed and inclusive neighbourhoods
- the mix of uses in the scheme
- the nature and location of the site with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity
- the aim to optimise housing potential on sites
- the need for additional family housing and the role of one and two bed units in freeing up existing family housing

- 10.2 Policy H2 of the Core Strategy outlines that a mix of housing types and sizes will be required in all developments including conversions and should contain a proportion of 3, 4 and 4+ bedroom units. It continues, stating that the exact mix on each site will vary according to the location of the development and the character of the surrounding area and will be affected by factors such as; the need to protect small and medium sized family dwellings from sub-division and conversion, the level of accessibility to public transport, schemes for special needs groups, or where there is a poor external environment.

- 10.3 The proposed mix of residential units (2x1 bed 2 person and 2x2 bed 3 person) has previously been established as being appropriate for this location. Due to the sites nature and its location this mix is still acceptable and would comply with the aims of adopted planning policy.

## **11 Standard of Accommodation**

- 11.1 Policy D6 of the London Plan and Policies H5 and DH1 of the Core Strategy require that all new housing developments achieve a high quality of design. In addition to the above the requirements of the Technical Housing Standards – Nationally Described Space Standard (Technical Housing Standards) and the

Mayor of London Housing SPG (Mayor's Housing SPG) are also taken into consideration.

11.2 Table 3.1 of Policy D6 of the London Plan and Table 1 of the Technical Housing Standards sets out the minimum internal space standards for new residential accommodation. The below table set out the required space standards and how the proposed development complies with these requirements.

<b>Unit Type</b>	<b>Room</b>	<b>Policy Requirement</b>	<b>Size</b>	<b>Pass/Fail</b>
Units 1 & 3 (2b/3p)	Overall Floor Area	61sqm	69sqm	Pass
	Floor to ceiling height	2.3m for at least 75% of gross internal area (2.5m London Plan requirement)	2.5m for 100% of internal area	Pass
	Bedroom 1 (double)	11.5sqm	13.81sqm minimum	Pass
	Bedroom 2 (single)	7.5sqm	7.6sqm minimum	Pass
	Built-in storage	2sqm	4.11sqm	Pass
Units 2 & 4 (1b/2p)	Overall Floor Area	50sqm	69sqm	Pass
	Floor to ceiling height	2.3m for at least 75% of gross internal area (2.5m London Plan requirement)	2.5m for 100% of internal area	Pass
	Bedroom 1 (double)	11.5sqm	13.81sqm minimum	Pass
	Built-in storage	1.5sqm	4.11sqm	Pass

- 11.3 As can be seen from the table above the proposed 1 and 2 bed units would meet the national minimum space thresholds set out in the Nationally Described Space Standards and the London Plan. Whilst the single bedrooms with a width of between 1.77m to 2.24m are below the required minimum width of 2.15m they are of a good size and a regular shape. As such this slight policy deviation is considered not sufficient to warrant refusal in this case, especially as the storage/wardrobe area for these rooms are a separate space and when taking into consideration the overall size of the units as well.
- 11.4 It is noted that the kitchen areas for units 2 and 4 would be located above the single bedrooms for units 1 and 3. This stacking arrangement was considered acceptable when planning permission was previously granted subject to a condition being attached in respect of suitable sound insulation being installed so as to ensure there is no unacceptable transfer of noise between these spaces. This view remains and an appropriately worded condition is proposed (condition 15).
- 11.5 Policy D6 of the London Plan requires residential development to maximise the delivery of dual aspect units so that the units have adequate passive ventilation, daylight and privacy and to avoid overheating. Furthermore, dual aspect units will also ensure that sufficient daylight and sunlight is provided. These requirements are also set out in the Mayor's Housing SPG (2016), with Standard 28 requiring that habitable rooms benefit from an adequate level of privacy, Standard 29 promotes dual aspect dwellings in order to optimise daylight, sunlight, natural ventilation, thermal control, pollution mitigation, views and internal flexibility/adaptability, and Standard 32 requires that at least one (1) habitable room (preferably kitchen, dining and living spaces) should receive direct sunlight for part of the day.
- 11.6 All the units would be triple aspect so that each unit would receive adequate outlook and daylight and passive ventilation, with the general outlook and privacy of each dwelling being of a suitable standard in accordance with the above.
- 11.7 Policy D5 of the London Plan promotes inclusive design in development, whilst policy D7 relates to the delivery of accessible housing. The development would provide pedestrian level access for both the office space and the residential accommodation, with the residential units all being accessed internally either via a staircase or lift. A planning condition will be attached to any consent to ensure that all the dwellings are constructed to Building Regulation requirements M4(2) (condition 16).

- 11.8 In terms of private amenity space Policy D6 of the London Plan states that a minimum of 5sqm of private outdoor space should be provided for a 1-2 person dwelling and that an extra 1sqm should be provided for each additional occupant. Furthermore, the private outdoor should have a minimum width and depth of 1.5m. These standards are also set out under standard 26 and 27 of the Mayor's Housing SPD. Policy H5 of the Core Strategy states that where flats are proposed a good-sized balcony, terrace or enclosed communal garden should be provided.
- 11.9 All the proposed residential units would have access to private amenity space in the form of a balcony, which are accessed from the main living area. Whilst a small section of the balconies for units 1, 2 and 3 would be below the minimum required depth of 1.5m, even with these areas discounted the overall size of the balconies would be 7sqm and therefore comply with the required space standards.
- 11.10 Overall the proposed development would provide a good living environment for prospective residents, which would comply with the required internal and external space standards.

## **12 Design and Heritage**

- 12.1 In relation to design, the NPPF states that the creation of a high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve (Chapter 12 – para 131). Paragraph 135 states further that planning decision should ensure that developments:
- a. Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
  - b. Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
  - c. Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
  - d. Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
  - e. Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

- f. Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

12.2 Paragraph 139 goes on to state that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, considering any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

- a) Development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) Outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

12.3 Policy D3 of the London Plan states that development proposals should be of high quality, enhancing 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 terms of quality and character, policy D3(12) states that they should “be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well”.

12.4 Policy DH1 of the Core Strategy requires new development to be of a high quality, which should positively contribute to the improvement of both the built and natural environment. As such, developments should seek to complement the architecture of surrounding buildings, the established layout and character of the area and the appearance of the street scene through design solutions which respect the scale, height, bulk and massing of the existing built form in the area, whilst seeking to use appropriate materials and external finishes.



- 12.5 The Council's Urban Design Guide SPD (Oct 2023) provides further guidance on a number of matters including infill development (Principle C.1.3), Scale and Massing (Principle D.1.5) and Building Design (Chapter F) for example.
- 12.6 As the application site is adjacent to several heritage assets, comprising the Grade II Listed Mumford's Mills to the north-west and the Ashburnham Triangle Conservation Area consideration is given to Section 66 and 72 of the Town and Country Planning (Listed Building and Conservation Area) Act 1990 which in general terms requires special regard to be had to the desirability of preserving the character and appearance of the designated heritage assets, including its setting.
- 12.7 Chapter 16 of the NPPF relates to the conserving and enhancing the historic environment. Paragraph 203 states that in determining applications, local planning authorities should take account of:
- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
  - b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and the desirability of new development making a positive contribution to local character and distinctiveness.
- 12.8 Paragraph 205 goes on to state that when 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. This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraph 206 states that any harm to, or loss of, the significance of a designated heritage asset should require clear and convincing justification.
- 12.9 Due to the nature of the proposed development and its impact on the adjoining designated heritage assets, it is considered that any harm to these assets would constitute less than substantial harm. Paragraph 208 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
- 12.10 Policy HCI of the London Plan states that development proposals affecting heritage assets, and their setting, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. This is supported by Policies DH3 of the Core Strategy. Policy

DH(h) of the Core Strategy relates specifically to conservation areas and 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. 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 the area. In terms of listed buildings Policy DH(i) states that proposal for development which would detract from the setting and proportions of a Listed Building or group will be resisted.

- 12.11 As there are nearby locally listed buildings attention will also be given to paragraph 209 of the NPPF, which states that in weighing application that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. This is supported by Policy DH(j) of the Core Strategy, which states that substantial weight will be given to protecting and conserving the particular characteristics that account for their designation.
- 12.12 Planning permission has previously been granted for the proposed development and there is no change to the proposal in terms of its height, scale, bulk and design.
- 12.13 In terms of the building itself, its height, scale, bulk and design is still considered to be acceptable and would complement the existing built form along the north side of Greenwich High Road. In terms of facing materials, the building would be finished predominately in London Stock brick with the top floor finished in metal cladding (colour light grey). The proposed front elevation would contain significant glazing with windows also proposed on the east and west elevation. The proposed facing materials are considered acceptable and would complement the buildings that immediately adjoin the site.
- 12.14 With regards to the developments impact on the adjacent heritage assets, it has previously been considered that any harm was not sufficient to warrant the refusal of planning permission. This remains the case for this submission.
- 12.15 In terms of the developments impact on the Ashburnham Triangle Conservation Area, the application site is located towards the western end of the conservation area, with the conservation area located on the opposite side of Greenwich High Road and running down the western boundary of the site (see figure 2 below).

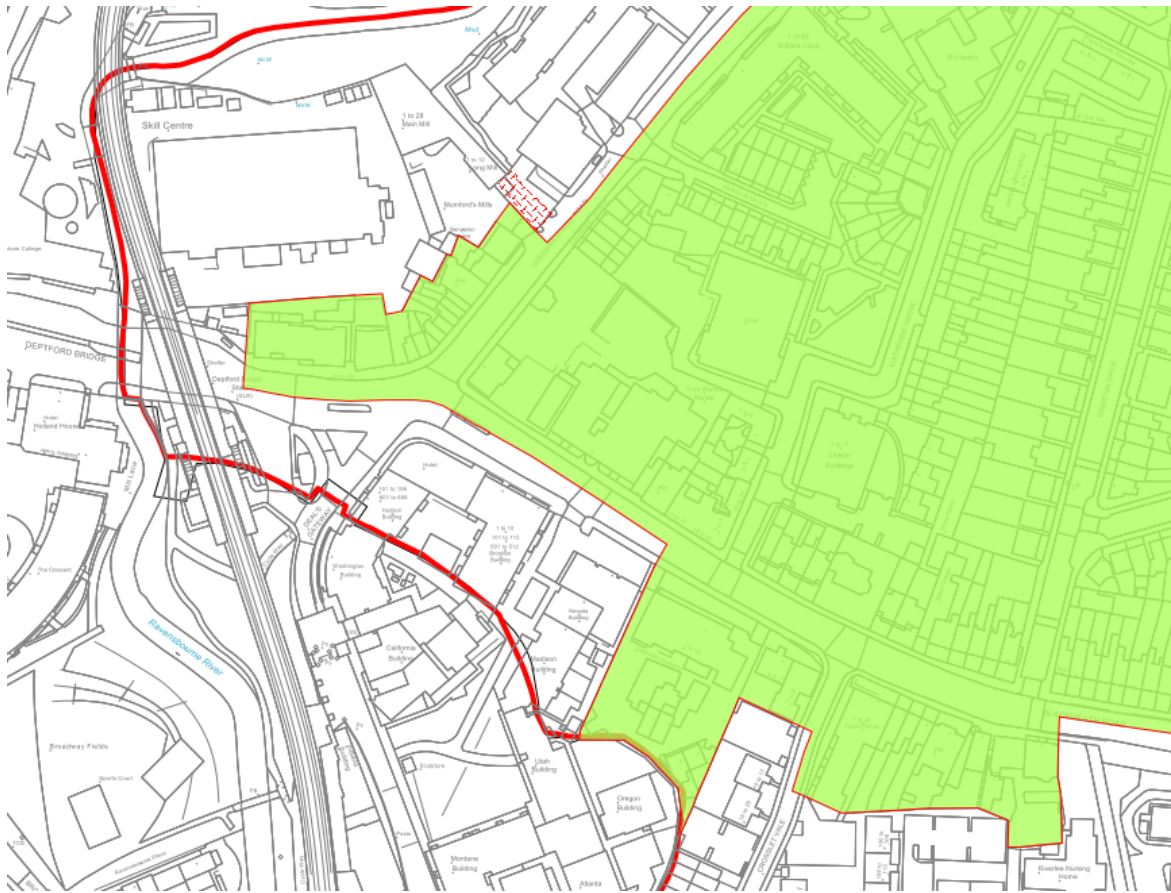


Figure 2 – Application site in relation to Ashburnham Triangle Conservation Area

- 12.16 When taking into consideration the existing built form along the northern side of Greenwich High Road and the relationship between the application site and the boundary of the Ashburnham Triangle Conservation Area it is considered that the proposed development would not have any meaningful impact on the special character and appearance of the conservation area. Any harm would be characterised at worst as less than substantial and as set out by paragraph 208 of the NPPF any harm would be outweighed by the public benefit of delivering 4 additional homes.
- 12.17 Whilst Benjamin House is locally listed and within the Ashburnham Triangle Conservation Area, the proposed development would be set approximately 7m away from its flank wall. Due to this distance, the development would have no adverse harm on the particular characteristics that account for its designation as a locally listed building.
- 12.18 In terms of Mumford's Mills, this is a grade II listed building, which consists of the Main Mill and the Long Mill. Whilst Mumford's Mill is a grade II listed building, it is located outside of the Ashburnham Triangle Conservation Area. As the proposed development would not affect the listed building itself the

issue for consideration is how the development would affect its setting and whether any harm caused would be sufficient to warrant the refusal of planning permission.

- 12.19 As planning permission has previously been granted for the development it has been concluded in the past that any harm to the setting of the listed building was not sufficient to warrant the refusal of planning permission.
- 12.20 At present the visibility of Mumford's Mills, as seen from Greenwich High Road is limited due to the distance that it is set back from the road and the height scale, bulk and proximity of Benjamin House and 27 Greenwich High Road to the listed building. Where the proposed development is to be situated the primary view of Mumford's Mills is the flank blank wall of the Long Mill, with very limited views of the Main Mill in the background. The proposed development would result in the loss of the view of the blank flank wall of the Long Mill from Greenwich High Road. There would also be a reduction in the view of Main Mill in the background, although this would not be completely lost due to the separation distance between the proposed building and Benjamin House. The proposed development would not have any impact on the setting of the listed building from any other vantage points.
- 12.21 The proposed development would impact on the setting of the grade II listed Mumford's Mills as seen from Greenwich High Road. However, this impact would constitute less than substantial harm in this existing urban area as set out by the NPPF. This less than substantial harm would be limited to the loss of the flank blank wall of the Long Mill and a reduction in the already limited views to the Main Mill. It is considered that this adverse impact is not sufficient to warrant the refusal of the application on heritage ground and that the harm that has been identified is outweighed by the public benefits of the development.
- 12.22 The views of the Council's Conservation Officer have been sought in respect of the development's heritage implications, with the following comments provided:

*The application proposal seeks approval for construction of a five-storey building comprising Office space (Use Class E) and residential units (Use Class C3) and associated refuse and cycle parking.*

*The nearby designated heritage (former) Mumford's Mills Silo is located to the rear of the site and the flank wall of the silo faces the application site. Given the land-locked established development pattern and the fact that the secondary*

*elevation of the building is closest to the application site, any new development at this location is unlikely to have a significant or detrimental impact to the setting of the designated heritage asset. It remains as the notably building within this urban setting.*

*The adjacent local heritage is three storeys in height, and therefore the proposed building will be moderately taller, however, varied height difference is the established character of the Greenwich High Road and therefore its impact on the townscape setting is considered to be negligible. It is considered the proposed development will have 'less than substantial harm' as assessed on 'setting' of a Conservation Area and nearby assets (NPPF 2023 Para 205). In terms of architectural design, of the proposed building reflects that of the adjacent building of similar modern bulky design. There is an opportunity to improve the design to reflect a nearby group of building of more traditional design similar to those within the Ashburnham Triangle Conservation Area.*

*If the building is reduced by one floor and the design is amended to reflect the traditional design principle, it may safeguard the significance of the Conservation Area greater than the current design. However, given the fact that the proposed design is same as the development that received approval in the recent past, planning balance must be considered prior to a formal decision is made. In heritage terms, it is considered the proposed development due to its design and position facing a busy spinal road with robust character, if permitted, will not cause 'significant harm' to the character and setting of the Ashburnham Triangle Conservation Area. Policies, DH(i) and DH(j) safeguards the protection of the heritage assets (designated and non-designated heritage assets). Paragraph 209 of the NPPF 2023 states, "the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Given the established character and the positioning of the adjacent assets the proposed development is unlikely to have a significant detrimental impact to their 'setting'.*

12.23 Overall, the proposed design of the development is considered to be acceptable and whilst some harm has been identified to the nearby designated heritage assets, this harm is less than substantial and is considered not sufficient to warrant the refusal of planning permission.

### **13 Neighbouring Amenity**

13.1 Policy D6 of the London Plan states that the design of development should provide sufficient daylight and sunlight to new and surrounding housing that is

appropriate for its context. Policy DH(b) of the Core Strategy states that developments will only be permitted where it can be demonstrated that the proposal 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 un-neighbourly sense of enclosure. Further guidance is contained with the Council's Urban Design Guidance at Chapter G.

- 13.2 Policy E(a) of the Core Strategy states that planning permission will not normally be granted where a proposed development 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. This is supported by London Plan Policies D13 and D14 in terms of noise.
- 13.3 The overall height, scale and bulk of the development is the same as that previously considered acceptable.

#### 27 Greenwich High Road

- 13.4 To the east of the application site is 27 Greenwich High Road. Whilst the proposed development would have windows in its eastern elevation, the majority of these would face towards the blank flank wall of 27 Greenwich High Road and would be set away from the front and rear balconies. Only the eastern facing window to the main bedrooms of the residential units could result in some overlooking to the rear of the properties at No.27, but as with the near identical previously approved scheme on this site, a condition is proposed to ensure that this window is obscured glazed and fixed shut (condition 11). As such it is considered that these windows would not result in a loss of privacy due to overlooking. It is also considered that the inclusion of balconies for flats 1, 2 and 3 at the front of the development would not result in any loss of privacy to 27 Greenwich High Road as these balconies are enclosed by a brick wall. Whilst there may be some overlooking from the balcony for the top floor flat, this would be minimised due to the separation distance of approximately 6m.
- 13.5 Due to the position and orientation of the sun in relationship to the application site and 27 Greenwich High Road the development would not have any adverse impact on daylight and sunlight. Also due to the separation distance between the application site and 27 Greenwich High Road the development would not result in any adverse loss of outlook or an increased sense of enclosure.

### Benjamin House – 19-21 Greenwich High Road

- 13.6 In terms of the occupiers of Benjamin House this property does have windows in its flank elevation facing towards the application site. Whilst this is the case these windows are set approximately 7m away from the application site and are secondary windows. It is acknowledged that the proposed development would result in some loss of outlook and enclosure from these windows, however as they are secondary windows this harm is considered not to be sufficient to warrant the refusal of planning permission.
- 13.7 On a similar basis the proposed development would result in the loss of some sunlight and daylight to these windows. However, any loss would be limited to the morning period and would be no greater than that previously considered acceptable. Whilst windows are proposed in the elevation facing towards Benjamin House, these would relate to bathrooms and the communal stairwell. A condition is proposed to ensure that these windows are obscured glazed and fixed shut to ensure they would have no adverse impact on the residential amenity enjoyed by occupiers of Benjamin House (condition 12).
- 13.8 Benjamin House does have a roof garden on the section of the roof closest to the application site. Due to the design of the development, the only opportunity for overlooking into this space from the development would be from the balcony area of the top flat of the proposed development. Any views though would be limited due to the separation distance between the two sites, the small section of the balcony from which views could be sought and the angle of any view.

### Mumford's Mill

- 13.9 With regards to the occupiers of Mumford's Mills as the development would adjoin the blank wall of the Long Mill and sit within the established building lines of the Long Mill, the proposed development would not have any adverse impact on the residential amenity enjoyed by the occupiers of Mumford's Mills in terms of daylight and sunlight, loss of outlook, increased sense of enclosure or a loss of privacy.

### Other nearby properties

- 13.10 Due to the separation distance between the application site and other nearby property, the development would not have any adverse impact on the residential amenity enjoyed by the occupiers of these properties in terms of daylight and sunlight, loss of outlook, increased sense of enclosure or loss of privacy.

### Noise/ Disturbance Implications of development

13.11 It is accepted that during the implementation of any development there will be some level of noise and disturbance. This though will only be for a short period of time and can be suitably controlled via the imposition of a planning condition in respect of a construction management plan. The current development in terms of its overall scale is relatively modest and the imposition of such a condition will ensure that any noise and disturbance generated by the development will be kept within acceptable levels (condition 4).

## **14 Highways**

14.1 The application site is located within walking distance of Deptford Bridge DLR station, which is to the west as well as Greenwich Town Centre and Greenwich mainlines and DLR stations, which are to the east. As such the application site has excellent access to public transport, with a Public Transport Accessibility Level (PTAL) of 6a, on a scale of 0-6b with 6b being the most accessible.

14.2 Policy T2 of the London Plan states that development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Policy T2 also states that development proposals should reduce the dominance of vehicles on London's streets whether stationary or moving.

14.3 Policy T6 of the London Plan states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking. Policy T6.1 and T6.2 further sets out that for residential and office development in inner London with a PTAL rating of 5-6 all development should be car free.

14.4 Policy IM4 of the Core Strategy supports the development of an integrated and sustainable transport system that is extensive in coverage and meets the needs of residents, businesses, workers and visitors in Royal Greenwich. It requires all development in Royal Greenwich to contribute to improved accessibility and safety and to reduce the use of the private car and the need to travel.

14.5 The proposed development as with the previously approved scheme is to be car free, which is supported. To ensure that future residents are not able to apply for an on-street parking within the local controlled parking zone (CPZ) it is proposed to remove future residents rights to apply for a parking permit. This will be secured via a S106 Legal Agreement.



14.6 In terms of cycle parking the Royal Borough of Greenwich is classed as an area where higher minimum cycle parking standards apply. As such for every 75sqm of office space provided 1 cycle space should be provided. For residential development 1.5 space should be provided for each 1 bed 2-person residential unit and 2 space should be provided for all other units sizes. In this instance the development would deliver 8 cycle spaces within a secure and enclosed storage area. As such the level of cycle complies with policy requirement and is supported.

## **15 Waste and Recycling**

15.1 Policy DH1 of the Core strategy outlines that all developments are expected to demonstrate on-site waste management including evidence of waste reduction, use of recycled materials and dedicated recyclable waste storage space. This is supported by Policy SI7 of the London Plan, which requires developments to be designed with adequate, flexible and easily accessible storage space.

15.2 The proposed development would be provided with two separate refuse areas, one of which will service the office space and the second the residential accommodation. The level of waste and recycling facilities is acceptable and would comply with current requirements.

## **16 Archaeology**

16.1 The application site is located within an area identified as having high archaeological potential.

16.2 Policy HCI of the London Plan states that development proposals should identify assets of archaeological significance and use this information to avoid harm, or minimise it through design and appropriate mitigation. Where applicable, development should make provision for the protection of significant archaeological assets and landscapes. The protection of undesignated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.

16.3 Policy DH(m) of the Core Strategy states that the Royal Borough will expect applicants to properly assess and plan for the impact of proposed developments on archaeological remains where they fall within 'Areas of High Archaeological Potential (AHAPs)'. In certain instances, preliminary archaeological site investigations may be required before proposals are

considered. The Royal Borough will seek to secure the co-operation of developers in the excavation, recording and publication of archaeological finds before development takes place by use of planning conditions/legal agreements as appropriate.

16.4 The application site formed part of the larger Hope Wharf development site, which was granted planning permission for its redevelopment in March 2017 (Ref. 16/1792/F). As part of this application an Archaeological desk-based assessment was carried out, which concluded that:

*6.1 Land at Hope Wharf, Greenwich High Road, London, has been reviewed for its below ground archaeological potential.*

*6.2 In accordance with central and local government planning policy and guidance, a desk based assessment has been undertaken to clarify the archaeological potential of the study area.*

*6.3 The site has a modest archaeological potential for remains associated with the Roman, and Medieval periods. However past post-depositional impacts at the study site can be shown to have been severe as a result of phases of construction and demolition during the 19th and 20th centuries.*

*6.4 There are no designated or undesignated heritage assets on the study site itself.*

*6.5 Any proposed development would be considered unlikely to have any significant or widespread archaeological impact on the site.*

*6.6 Should the Local Planning Authority consider further archaeological mitigation measures to be necessary, it is suggested that these could follow planning consent, secured by an appropriately worded archaeological planning condition.*

16.5 The requirements for further archaeological mitigation measures were secured via conditions attached to application 16/1792/F. These conditions were discharged with Historic England satisfied that no further archaeological work is necessary. In light of this it is considered no further action is required in this respect.

## **17 Flood Risk and Sustainability**

17.1 The application site is located within Flood Zone 2, which has a medium probability of flooding from rivers and the sea. The application has therefore

been accompanied by a flood risk assessment. The flood risk assessment concludes that the development will not impact on any flood flow routes and there will be no loss of flood storage as a result of the development. The flood risk assessment has been reviewed by the Environment Agency, who have raised no objection to the proposal on flood grounds.

- 17.2 It is therefore considered that the development is acceptable and complies with the aims of London Plan Policies SI 12 and SI 13 and Core Strategy Policies E2 and E3.
- 17.3 Policy SI 5 of the London Plan requires development to minimise the use of mains water by incorporating water saving measures and equipment and designing residential development so that mains water consumption would meet a target of 105 litres or less per head per day. This is captured under the Greener Greenwich Supplementary Planning Document (SPD). A condition is proposed to ensure that the development complies with this requirement (condition 17).
- 17.4 The National Planning Policy Framework (2023) sets out that planning plays a key role in delivering reductions to greenhouse gas emissions, minimising vulnerability and providing resilience to climate change. The NPPF also notes that planning supports the delivery of renewable and low carbon energy and associated infrastructure.
- 17.5 As with the previously approved development on this site, solar panels would be incorporated onto the roof of the development. The inclusion of solar panels as part of the development remains acceptable and would deliver a 35% CO<sup>2</sup> saving and would be secured via a planning condition (condition 10).

## **18 Community Infrastructure Levy (CIL)**

### Mayoral CIL

- 18.1 The Mayor introduced a new London wide Community Infrastructure Levy (CIL) on the 1<sup>st</sup> April 2019. The Mayor's CIL2 will contribute towards the funding of Crossrail 2. The rate for Greenwich is £35 per square metre (subject to indexation) and is payable upon commencement of development.
- 18.2 The current application would be liable to this requirement.

### RBG CIL

- 18.3 The Royal Borough adopted its Local Community Infrastructure Levy (CIL) charging schedule, infrastructure (Regulation 123) list, instalments policy and

exceptional circumstances relief policy on the 25th March 2015 and came into effect in Royal Greenwich on the 6th April 2015. It is noted that the Council is currently reviewing its CIL charging schedule and therefore the amount payable will be dependent on when the formal decision is issued.

18.4 The current application would be liable to this requirement

## **19 Public Sector Equality Duty (PSED) and Human Rights**

- 19.1 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 process and assessed with due regard to the PSED. The application proposals are not considered to conflict with the Duty.
- 19.2 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, is compatible with the Act.

## **20 Implications for Disadvantaged Groups**

- 20.1 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, is compatible with the Act.
- 20.2 The development would not have any impact for disadvantaged groups

## **21 Legal Agreement**

- 21.1 Regulation 122 of the Community Infrastructure Levy Regulations 2010 states that a s106 planning obligation may only constitute a reason for granting planning permission for the development if the obligation is necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.
- 21.2 Policy IM1 of the Royal Greenwich Local Plan sets out that all qualifying developments will provide for the infrastructure, facilities, amenities and programmes that are considered necessary to support and serve the development and offset any harm. When applicable, this is in addition to the Community Infrastructure Levy.
- 21.3 In this instance it is considered that the following benefits need to be secured via a Section 106 Legal Agreement:
- Access
    - A right of way to be agreed between the applicant and relevant neighbouring stakeholders concerning land required to access the site.
  - Transport

- Prevent future occupiers of the proposed units from applying for parking permits within the borough (excluding blue badge holders) and amending the Traffic Order for the relevant Controlled Parking Zone (at developer expense) to include the proposed development.
- Removal of the existing vehicle crossover and make good the public pavement (at developer expense).
- Legal Costs

## **22 Conclusion**

- 22.1 Overall the proposals as viewed as a whole are considered acceptable and to accord with the requirements of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 (As Amended), The National Planning Policy Framework (2023), The London Plan (2021), the Royal Borough of Greenwich Local Plan: Core Strategy with Detailed Policies (2014), The Ashburnham Triangle Conservation Area Character Appraisal (2008) and the Urban Design Guide SPD (2023). It is recommended that Members authorise officers to grant approval for this mixed-use development, subject to the completion of a Section 106 Legal Agreement and the Conditions outlined in Appendix 2 below.
- 22.2 It is noted that the Council is able to demonstrate a housing land supply of 2.6 years. This means that Royal Greenwich is not meeting the NPPF requirement for a five-year housing land supply (5YHLS). In the circumstances where the Council is unable to demonstrate a 5YHLS, under footnote 8, the presumption in favour of sustainable development in accordance with paragraph 11d of the Framework applies – ‘the tilted balance’. The tilted balance refers to the presumption in paragraph 11d(ii) of the NPPF that, where the presumption applies, planning permission should be granted unless there are “adverse impacts which would significantly and demonstrably outweigh its benefits, when assessed against the policies of the Framework as a whole.
- 22.3 Officers consider that the application is acceptable in its own right and the tilted balance has not been engaged in reaching this conclusion. In the event that Members choose to make a decision contrary to the Officer recommendation it will be necessary to consider the engagement of the presumption in favour of sustainable development in the NPPF. Members must provide their reasons for this conclusion including an assessment of the weight that should be attributed to those benefits if they were to disagree with the officer’s recommendation.

**Background Papers:**

Planning (Listed Building and Conservation Areas) Act 1990

National Planning Policy Framework (2023)

The London Plan (2021)

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

Ashburnham Triangle Conservation Area Character Appraisal (2008)

Urban Design Guide SPD (2023)

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