

STRATEGIC PLANNING COMMITTEE

Date of Meeting: **TUESDAY, 9 JUNE 2020 TIME 7.30 PM**

PLACE: **Remote via Microsoft Teams
Civic Suite
Lewisham Town Hall
London SE6 4RU**

Members of the Committee are summoned to attend this meeting:

**Membership
Councillors:**

**John Paschoud (Chair)
Leo Gibbons (Vice-Chair)
Paul Bell
Suzannah Clarke
Liam Curran
Olurotimi Ogunbadewa
James-J Walsh
Aisling Gallagher
Kevin Bonavia**

The public are welcome to observe the meeting via the Council's website at www.lewisham.gov.uk

**Kim Wright
Chief Executive
Lewisham Town Hall
London SE6 4RU
Date: 29 May 2020 Date Not**

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Committee	STRATEGIC PLANNING COMMITTEE	
Report Title	DECLARATIONS OF INTERESTS	
Class	PART 1	Date: 9 June 2020

Declaration of interests

Members are asked to declare any personal interest they have in any item on the agenda.

Personal interests

There are two types of personal interest :-

- (a) an interest which you must enter in the Register of Members' Interests*
- (b) an interest where the wellbeing or financial position of you, (or a "relevant person") is likely to be affected by a matter more than it would affect the majority of inhabitants of the ward or electoral division affected by the decision.

*Full details of registerable interests appear on the Council's website.

("Relevant" person includes you, a member of your family, a close associate, and their employer, a firm in which they are a partner, a company where they are a director, any body in which they have securities with a nominal value of £25,000 and (i) any body of which they are a member, or in a position of general control or management to which they were appointed or nominated by the Council, and (ii) any body exercising functions of a public nature, or directed to charitable purposes or one of whose principal purpose includes the influence of public opinion or policy, including any trade union or political party) where they hold a position of general management or control

If you have a personal interest you must declare the nature and extent of it before the matter is discussed or as soon as it becomes apparent, except in limited circumstances. Even if the interest is in the Register of Interests, you must declare it in meetings where matters relating to it are under discussion, unless an exemption applies.

Exemptions to the need to declare personal interest to the meeting

You do not need to declare a personal interest where it arises solely from membership of, or position of control or management on:

- (a) any other body to which you were appointed or nominated by the Council
- (b) any other body exercising functions of a public nature.

In these exceptional cases, unless your interest is also prejudicial, you only need to declare your interest if and when you speak on the matter .

Sensitive information

If the entry of a personal interest in the Register of Interests would lead to the disclosure of information whose availability for inspection creates or is likely to create a serious risk of violence to you or a person living with you, the interest need not be entered in the Register of Interests, provided the Monitoring Officer accepts that the information is sensitive. Where this is the case, if such an interest arises at a meeting, it must be declared but you need not disclose the sensitive information.

Prejudicial interests

Your personal interest will also be prejudicial if all of the following conditions are met:

- (a) it does not fall into an exempt category (see below)
- (b) the matter affects either your financial interests or relates to regulatory matters - the determining of any consent, approval, licence, permission or registration
- (c) a member of the public who knows the relevant facts would reasonably think your personal interest so significant that it is likely to prejudice your judgement of the public interest.

Categories exempt from being prejudicial interest

- (a) Housing – holding a tenancy or lease with the Council unless the matter relates to your particular tenancy or lease; (subject to arrears exception)
- (b) School meals, school transport and travelling expenses; if you are a parent or guardian of a child in full time education, or a school governor unless the matter relates particularly to the school your child attends or of which you are a governor;
- (c) Statutory sick pay; if you are in receipt
- (d) Allowances, payment or indemnity for members
- (e) Ceremonial honours for members
- (f) Setting Council Tax or precept (subject to arrears exception)

Effect of having a prejudicial interest

If your personal interest is also prejudicial, you must not speak on the matter. Subject to the exception below, you must leave the room when it is being discussed and not seek to influence the decision improperly in any way.

Exception

The exception to this general rule applies to allow a member to act as a community advocate notwithstanding the existence of a prejudicial interest. It only applies where members of the public also have a right to attend to make representation, give evidence or answer questions about the matter. Where this is the case, the member with a prejudicial interest may also attend the meeting for that purpose. However the member must still declare the prejudicial interest, and must leave the room once they have finished making representations, or when the meeting decides they have finished, if that is earlier. The member cannot vote on the matter, nor remain in the public gallery to observe the vote.

Prejudicial interests and overview and scrutiny

In addition, members also have a prejudicial interest in any matter before an Overview and Scrutiny body where the business relates to a decision by the Executive or by a committee or sub committee of the Council if at the time the

decision was made the member was on the Executive/Council committee or sub-committee and was present when the decision was taken. In short, members are not allowed to scrutinise decisions to which they were party.

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Committee	STRATEGIC PLANNING COMMITTEE	
Report Title	Minutes	
Ward	Various	
Contributors	Committees/Planning/Legal	
Class	PART 1	Date 9 June 2020

MINUTES

To approve minutes of meetings of the Strategic Planning Committee held on 30 January 2020 and 13 February 2020.

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MINUTES OF THE STRATEGIC PLANNING COMMITTEE

Thursday, 30 January 2020 at 7.30 pm

PRESENT: Councillors John Paschoud (Chair), Leo Gibbons (Vice-Chair), Paul Bell, Suzannah Clarke, Tom Copley, Olurotimi Ogunbadewa and James-J Walsh

Under Standing Orders:

Councillors of Evelyn Ward: Councillors Caroline Kalu, Silvana Kelleher and Lionel Openshaw

ALSO PRESENT:

Senior Group Manager, Senior Planning Team Leader, Planning Officer, Senior Lawyer, and Senior Committee Manager

Apologies for absence were received from Councillor Liam Curran and Councillor Aisling Gallagher

1. **Declarations of Interests**

Councillor Tom Copley declared a personal interest as a Member of the Greater London Authority (GLA). It was noted that GLA officials issued comments on the application.

2. **Minutes**

The meeting noted an amendment by the Chair, Councillor John Paschoud, that interested parties would each, for the particular application, be allowed 20 minutes, not 5 minutes as stated in the Minutes, to address the Committee.

RESOLVED: That the Minutes of the meeting held on 3 September 2019 be confirmed as a correct record pending the amendment, and to send the amended version to the Chair for signing.

3. **Scott House, 185 Grove Street, London, SE8 3SH**

The Senior Planning Officer gave an illustrative presentation of the report, recommending to the Committee to agree the recommendations therein. It was confirmed that an addendum report with corrections to the main report at paragraph 29 was published in a supplementary agenda.

The Panel noted the report and the supplementary to it, together a document of objections circulated to Members after the main agenda was published. It was recognised that the application site comprised of Scott House, the host building, which existed as a non-designated heritage asset.

In response to questions raised, the Officer advised the Committee that although the level of affordable housing fell short of the 50% target in Core Strategy Policy 1, the Financial Viability Assessment (FVA) submitted by the applicant was endorsed by the Council's independent assessor to be the maximum reasonable amount of affordable housing that can be delivered at this time. Thus, affordable housing provision of 27.59% affordable housing with a 50/50 split between London Affordable Rent and London Living Rent the maximum that could possibly be delivered on the proposed site. In addition, early and late review mechanisms would be in place to ensure that significant changes to the current financial viability outcome are captured and adjusted in a timely fashion.

Continuing with his response, the Officer clarified that the proposed affordable housing would not be sub-standard in delivery when compared to those developed for private sales. It was stated that the affordable units would be 'tenure blind', with access via the same residential core. Furthermore, all residents would have equal lift access from the same lobby and entrance area, and the café and ground floor level. The Committee was advised that there would also communal outdoor spaces and cycle core at basement level to be used by all residents.

In light of further enquires, the Officer advised the Committee that the host building is afforded no statutory protection or Article 4 Direction. The proposed commercial space would have strong street frontage onto Oxestalls Road and Grove Street. It was confirmed that the retention of the frontage of the host building will help protect and enhance the Borough's character and the street scene through appropriate high-quality design. Thus, the retention of the most visible front elevations was considered an acceptable approach in an area of tall buildings and higher density.

Also clarified by the Officer was that doorstep play provided on-site for under 5s would be accessible to all residents and users of the café as an intuitive and integrated area of play within the formal landscape setting. It was stated that public open spaces close to the application site had been identified as access play areas for older children.

Further clarification by the Officer was that wind speeds would be mitigated by the massing of the building and the presence of proposed landscaping, and trees at street level.

The meeting also noted representation by an architect and planning consultants on behalf of the applicant. The representatives spoke in favour of the application, and suggested to the Committee to agree the recommendation in the report.

Responses to questions by the representatives in relation to affordable housing provision, height, scale and bulk, access and residential amenities were noted by the Committee.

Councillors Caroline Kalu, Silvana Kelleher and Lionel Openshaw also made representations on behalf of Evelyn Ward residents, advising that they were not opposed to the development of Scott House. The Councillor stated that they were opposed to the fact that the proposal had not been presented as part of the wider planned development in the immediate area, and in light of potential cumulative

impacts. The Councillors asked that it should also be noted that Evelyn Ward residents were universally opposed to the proposal.

The meeting also received objections by representatives on behalf of nearby residents, residents of the Pepys Estate and the Deptford Society.

The Committee noted concerns expressed by the objectors about the impact of the proposed development on the character of the wider Pepys Estate and those living close to it. It was the view of the objectors that the scale of development and quality of design were excessive, that the proposal would impact adversely on the special architectural character of Scott House. Concerns relating to the loss of daylight and sunlight to nearby properties were also noted by the Committee, including views of insufficient public open spaces on site, and the impact on local services and infrastructure. Issues relating to overshadowing, the need for adequate sunlight and pedestrianised pathways, the impact on the adjacent youth and sport club were also noted by the Committee, including views about insufficient affordable housing and affordability of affordable housing.

Members discussed the issues raised by the objectors and representatives on behalf of the applicant. In light of a concern, the Service Group Manager advised the Committee that the PTAL rating was considered acceptable. The applicant was not expected to make contributions outside the scope of the application but had taken steps to mitigate against potential traffic congestion through financial support for an additional bus route in the area.

Members unanimously consented to a request by the Chair, Councillor John Paschoud at 10.00pm to suspend Standing Orders

Continuing with their discussion on submissions made at the meeting, Councillor Leo Gibbons proposed a refusal to the recommendations in the report.

Councillor Walsh suggested that legal guidance was required in a closed-session setting on matters relating to the sustainability of the reasons for refusal informed by Councillor Leo Gibbons. Members presented consented, and the Chair gave the direction. Members left the meeting room at 10.07pm.

Members resumed from the closed-session at 10.37pm.

Councillor Leo Gibbons proposed a refusal of the application on the basis that the design and quality of the proposed development were contrary to the local policy. The motion was seconded by Councillor Paul Bell and voted upon, with a result of 4 against, and 3 in favour of the proposal to refuse the planning application.

The meeting noted an alternative proposal by Councillor James-J Walsh with the following amendments that subject to referring the application to the Greater London Authority, to:

- Amend condition 30 to require details of wind mitigation measures to all landscaped areas of the development and the adjacent courtyard of Plot 6 Deptford Timberyard to be submitted and approved by the LPA prior to above ground works.

- Add a condition to ensure that all lifts within the building provide access to all floors within the building in perpetuity.
- Add a condition requiring that full details of physical measures to be installed to limit access to the proposed outdoor playspace to occupiers of the proposed development [and their guests.

The motion by Councillor Walsh was seconded by Councillor Olurotimi Ogunbadewa and voted, with a result of 3 against and 4 in favour proposal.

The Committee

RESOLVED –

That it be agreed to approve Recommendations A and B under paragraphs 13 and 14 on page 75 of the agenda, subject to the following amendments:-

- i. Add details to Condition 30 to include wind mitigation measures to **all** landscaped areas of the development and the adjacent courtyard of Plot 6 Deptford Timberyard to be submitted and approved by the LPA prior to above ground works.
- ii. Add a condition to ensure that all lifts within the building provide access to all floors within the building in perpetuity.
- iii. Add a condition requiring that full details of physical measures to be installed to limit access to the proposed outdoor playspace to occupiers of the proposed development, and their guests.

The meeting closed at 10:41pm

Chair

MINUTES OF THE STRATEGIC PLANNING COMMITTEE

Thursday, 13 February 2020 at 7.30 pm

PRESENT: Councillors John Paschoud (Chair), Paul Bell, Suzannah Clarke, Liam Curran, Olurotimi Ogunbadewa and James-J Walsh

ALSO PRESENT: Service Group Planning Manager, Senior Planning Lawyer, Senior Conservation Officer, Development Management Planning Team Leader – North Area, Planning Officer, and Senior Committee Manager.

Apologies for absence were received from Councillor Leo Gibbons, Councillor Tom Copley and Councillor Aisling Gallagher.

At the start of the meeting, the Chair, Councillor John Paschoud announced the procedure for considering the planning application. It was stated that after presentation by officers, representative(s) of objectors and the applicant would be given 5 minutes each.

1. **Declarations of Interests**

The Chair, Councillor John Paschoud, advised that he was acquainted with the applicant for attending the same school but he had not seen him since then. In addition to that, the Chair, and all Members present at the meeting advised that they were acquainted with one of the main named objectors to the application, who was a former Chief Executive of the Council.

2. **13 Dartmouth Row, London, SE10 8AW**

The Committee received a presentation by the Planning Officer. It was clarified that reference to “7 Dartmouth Grove” under paragraph 73 of the report was in error, and should read “7 Dartmouth Row”.

With an agreement by the Chair, Councillor John Paschoud, the Committee received a document circulated at the meeting by an objector to the application.

The meeting moved to closed session at 8.55pm to discuss whether there were sustainable reasons for refusal and if so, how those reasons might look.

The meeting resumed at 9.09pm.

A motion to refuse the application was made by Councillor Susannah Clarke and seconded by Councillor Paul Bell.

The proposed reasons for refusal were as follows:

“That the proposed single storey extension of the roof terrace would be, by virtue of its scale, siting, design and material, represent incongruous and unsympathetic addition to the host building and street scene, which would fail to retain and enhance the character or appearance of the non-designated heritage asset, contrary to policy DMP37 of the development management local plan and would fail to preserve or enhance the character, or appearance of the conservation area contrary to policy DMP30, DMP31, DMP36 of the Development Management Local Plan, and the Alterations and Extensions Supplementary Planning document”.

Councillor Curran spoke against the motion for the reasons as set out in paragraphs 159-164 of the report. Councillor Curran considered that the noise issue had been satisfactorily address, and that the proportions properly worked out. A vote was taken, and being tied 3/3, the Chair used his casting vote to reject the motion proposed by Councillor Clarke.

Councillor Curran then proposed a motion to accept the Officer's recommendation as set out in the report. The motion was seconded by Councillor Olurotimi Ogunbadewa. The vote was tied 3/3 and the Chair used his casting vote to approve the motion proposed by Councillor Curran.

RESOLVED - That planning permission be granted subject to the conditions and informatives outlined in the report.

The meeting closed at 9.19pm

Chair

Committee	STRATEGIC PLANNING COMMITTEE	
Report Title	Proposed Temporary changes to the Scheme of Delegation	
Ward	Borough-wide	
Contributors	Director of Planning	9 June 2020

1. Introduction

- 1.1. The Council is under a statutory duty to determine planning applications submitted to it. It is important that during these exceptional times the Council is able to continue to determine the full range of planning applications in order to fulfil its statutory duty and to ensure that major regeneration schemes and proposals involving the delivery of much needed affordable housing are not held up.
- 1.2. There is therefore a need to review existing processes to enable virtual planning committee meetings to take place.
- 1.3. Planning decisions are matters of planning judgment, and planning applications are determined either by the Planning Committee or they may be delegated to officers. Planning Committee meetings happen in public where the officer's report to the Committee is discussed, representations are heard, and are important for ensuring democratic and public accountability of decision making. Where officers take decisions, a report is prepared explaining the decision.
- 1.4. Planning committee meetings are resource intensive. A wide range of planning matters go before Planning Committee. For example, some cases which go to Committee are straightforward applications of plan policies and others are complex matters of planning judgment. Some cases are of major public importance to the whole borough, some are of significance to more than just a local area, and some cases which are taken to committee for decision are of limited public interest. This range is caused partly because of the low level of 3 objections resulting in a committee referral. The current public health situation has resulted in a reduced capacity within the Planning service and Planning Committee meetings have been unable to take place. It is proposed that this be addressed by enabling more straightforward applications to be decided by officers for a temporary period, providing appropriate safeguards are built in.
- 1.5. In order to enable these changes to happen it is necessary for additions to be made to the Council's Scheme of Delegation outlined in the Council's Constitution. The Council's Constitution reserves certain matters for determination by the Council's Planning Committees. The terms of reference of Strategic Planning Committee (SPC) at Article 9, enables the Director of Planning to refer any matters falling within terms of reference for Planning Committee A, B or C to SPC where she is of the view that it is a matter that would be more appropriately dealt with by the SPC. In the current emergency this matter is considered to be most appropriate to refer to SPC to seek additional temporary delegations to officers.
- 1.6. The proposed additions to the Scheme of Delegation would enable the Council to deal with the growing backlog of planning applications currently requiring referral to planning committee. Crucially, the proposed additions would mean that decisions can be made on planning applications relating to critical major regeneration and housing schemes. However, it is proposed than any changes should be reviewed after a period of three months. These changes would be made alongside changes to the

Council's Statement of Community Involvement which is due to be considered by Mayor and Cabinet on 10th June.

- 1.7. Officers are notifying amenity societies by email and placing a notice on the website about these proposed changes. Any comments received will be reported to Members.

2. Recommendations

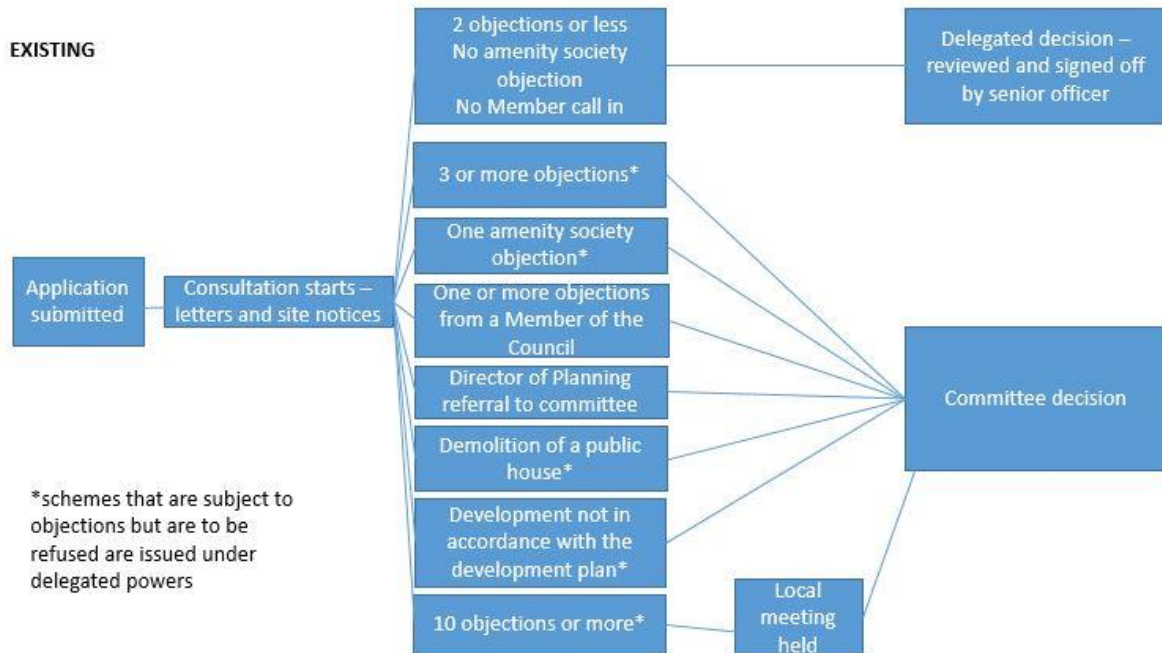
- 2.1. It is recommended that Strategic Planning Committee:
 - 2.1.1. authorise the temporary amendment of the list of matters that are reserved to Planning Committee's A, B and C and to Strategic Planning Committee in the Council's Scheme of Delegation set out on page 311 of the Council's Constitution to enable the following matters to be delegated to officers:
 - Threshold of objections for applications being required to go to Planning Committee for decision to be raised from 3 to 5
 - Any application with an amenity society objection to be subject to case review with Chair to determine whether it is referred to planning committee for a decision
 - Any application with 5-9 objections to be subject to case review with Chair to determine whether it is referred to planning committee for a decision
 - agree that the above changes to working practices will be reviewed by the Strategic Planning Committee after a 3 month period following introduction.
- 2.2. The current COVID-19 pandemic means that in the interests of public safety and the given the need to ensure social distancing, it is not reasonably practicable to hold in-person meetings in public. This position is likely to persist for some time. The Council is under a statutory duty to determine planning applications submitted to it. It is vitally important that the Council is able to continue to determine the full range of planning applications in order to fulfil its statutory duty and to ensure that major regeneration schemes and proposals involving the delivery of much needed affordable housing are not held up. The ability of the Council to process critical major housing or regeneration planning decisions is one of the indicators which there is currently a requirement to report on weekly.
- 2.3. Most decisions on planning applications are delegated to officers. However the Constitution currently states that, unless senior planning officers intend to refuse planning permission under delegation, a decision on a planning application will be made by a Council Planning Committee in the following circumstances:
 - There are three or more valid planning objections; or
 - There is one or more objection from a recognised residents' association or community/amenity group; or
 - There is one or more objections from a member of the Council.
 - The application is for development which is not in accordance with the approved development plan documents or other approved planning policies or
 - In the opinion of the Council's Director of Planning the matter would be more appropriately dealt with by the relevant committee.
 - Consideration of all town and country planning matters relating to the demolition of any building that is in use as a public house, or which is

currently unoccupied but was in use as a public house immediately prior to becoming unoccupied.

- All decisions relating to neighbourhood planning under Part 6 Localism Act 2011 in so far as they are non-executive functions and not reserved to full Council unless specifically delegated to officers by the Strategic Planning Committee.

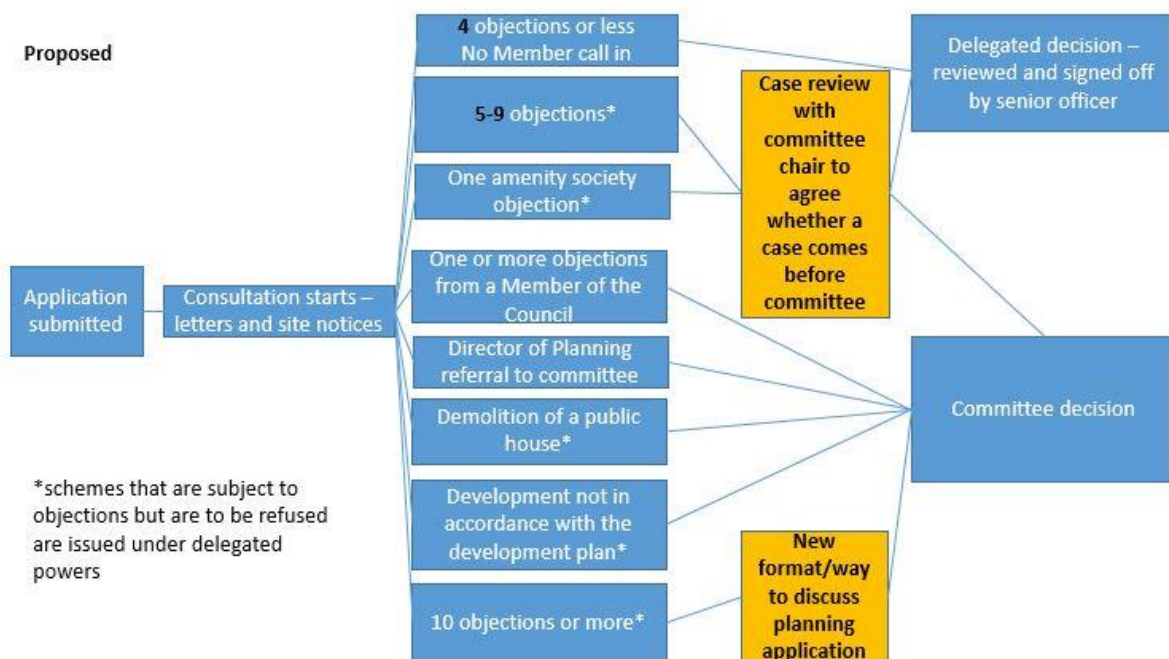
Diagram 1 illustrates the current process:

Diagram 1 – Existing processes as set out in the SCI



- 2.4. Since it has not been possible to hold planning committee meetings since March a backlog of around 40 planning applications requiring determination by committee has built up and continues to grow. The Government has brought in legislation to enable decision making to take place through virtual committee meetings and the Council has put in place measures to hold virtual planning committee meetings.
- 2.5. Taking planning applications to a planning committee for a decision is resource intensive. The current unprecedented situation has reduced the capacity of the Planning Department due to staff working from home with childcare responsibilities and staff volunteering to help out with frontline services to assist vulnerable groups in the community. Practice runs of virtual committee meetings have demonstrated that these are likely to take longer than physical meetings.
- 2.6. Planning guidance published on 13 May by the Ministry of Housing, Communities and Local Government (MHCLG) includes guidance on virtual planning committees and notes that “To ensure planning decisions continue to be made, local planning authorities should take advantage of powers to hold virtual planning committees – rather than deferring committee dates. They should also consider using ‘urgency powers’ within their constitutions to give senior officers delegated authority to make decisions.”

- 2.7. Lewisham currently has comparatively low thresholds for referral of items to committee meaning that proposals with very localised interest such as household extensions are frequently referred to planning committee. It is proposed to increase the threshold for referral of applications to planning committee from 3 to 5 objections. However an added safeguard will be introduced in the form of a case review with the committee chair when there has been an amenity society objection to agree whether a case should, still be referred to Committee. Applications which are recommended for refusal by officers would continue to be determined under delegated authority unless called in by a Councillor.
- 2.8. Officers considered a higher level than 5, such as 7 or 10. Key reasons for selecting 5 included that officers considered that a higher level, such as 12, was likely to be overly high for the current public health emergency and overly increase social contact as people would seek additional support from neighbours. Whilst Officers considered that a figure in the range of 5-10 was acceptable, on balance, as a matter of judgment, officers considered that increasing the level from 3 to 5 was considered proportionate in all the circumstances. However, it is proposed that cases which have a threshold of between 5 and 9 objections, would be subject to a case review with the committee chair.



3. Financial implications

- 3.1. There are no significant financial implications. As public meetings would be hosted online rather than physically there may be a small saving on venue hire expenditure.

4. Legal implications

- 4.1. Section 101 of the Local Government Act 1972 enables a local authority to arrange for the discharge its functions by a Committee or officer of the Council. The Council's Scheme of Delegation contained within its Constitution sets out how the Council has

decided to delegate the discharge its planning functions.

- 4.2. Those matters that are reserved to the Council's Planning Committees are set out in paragraph 2.3 of this Report. In addition the Council's Scheme of Delegation permits its Planning Committees to delegate such other functions as it may consider appropriate from time to time. Therefore the proposed changes set out in the Recommendations would fall within this power.
- 4.3. The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 4.4. In summary, the council must, in the exercise of its function, have due regard to the need to:
 - Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
 - Advance equality of opportunity between people who share a protected characteristic and those who do not
 - Foster good relations between people who share a protected characteristic and persons who do not share it
- 4.5. The duty continues to be a "have regard duty", and the weight to be attached to it is a matter for the decision maker, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.
- 4.6. The Equality and Human Rights Commission has issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled "Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice". The council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at:

<https://www.equalityhumanrights.com/en/publication-download/technical-guidance-public-sector-equality-duty-england>
- 4.7. The legal implications of making additions to the scheme of delegation to be effective immediately have also been taken into account. It is lawful to take decisions on the basis of the additions to the scheme of delegation (and a new SCI if approved by the Mayor and Cabinet on 10th June). It is recognised that residents or others may have made representations on the current applications in the backlog on the basis of the scheme of delegation. For example, this may have impacted how many people choose to write in to the Council. The legitimate expectation that decisions will be taken in accordance with the published scheme of delegation and its procedures is important. However, public authorities also have in principle a right to alter their policies or to depart from them in a particular case. Amenity societies have been informed of the proposed changes and been given an opportunity to make representations. A notice has also been published on the Council's website. Any comments received will be reported verbally. The circumstances of the public health emergency are pressing and

unique and justify changing the policy in the proportionate manner proposed, for a temporary period, with a review proposed. Further, case-by-case judgment is always applied in a planning decision and officers may recommend taking a particular application to committee if they consider it appropriate, including on the basis of a change in the scheme of delegation between consultation stage and officer report stage.

5. Equalities implications

- 5.1. There are no anticipated equalities implications related to the changes to make additions to the scheme of delegation for a temporary period. The changes would mean that for some cases the decision maker would be a senior officer instead of a planning committee. However, each case would still be fully and properly considered on its merits. Equalities implications will continue to be addressed in all reports.

6. Conclusion

- 6.1. Given the exceptional circumstances, officers recommend that for a period of 3 months, additional delegations to senior officers are agreed to help manage the growing backlog of planning applications:
- Threshold of objections for applications being required to go to Planning Committee for decision to be raised from 3 to 5
 - Any application with an amenity society objection to be subject to case review with Chair to determine whether it is referred to planning committee for a decision
 - Any application with 5-9 objections to be subject to case review with Chair to determine whether it is referred to planning committee for a decision
 - Above changes to working practices to be reviewed by the Strategic Planning Committee after a 3 month period following introduction.

Committee	STRATEGIC PLANNING COMMITTEE	
Report Title	PLOT 08, 15 and 22, CONVOYS WHARF, LONDON, SE8 3JH	
Ward	Evelyn	
Contributors	David Robinson	9 June 2020

Reg. Nos.

DC/18/107698

DC/18/107620

DC/19/111912

1.0 EXECUTIVE SUMMARY

- 1.1 The Reserved Matters Applications have been brought before members for a decision as permission is recommended for approval, and there are three or more valid planning objections received in relation to each application, and as the application pertains to a site of strategic importance.
- 1.2 These reports were prepared prior to the outbreak of the COVID-19 global pandemic and were due to be presented the 24th March Strategic Planning Committee. The reports have been reviewed by Officers, who maintain the conclusions reached as being appropriate and in line with policy and the Outline Planning Permission.
- 1.3 This committee of the 9th June will be the first virtually held Strategic Planning Committee in an online format. An opportunity has been given to those who wish to make representations at this meeting, by notification in writing by letter and emails setting out that the need to formally register with the committee clerk in advance so that they can be formally invited to participate into the online meeting. The meeting will be broadcast for those wishing to observe, but not take part.
- 1.4 An Outline Planning Permission (OPP) has been granted on the Convoys Wharf Site for the demolition of all non-listed structures at the site, and comprehensive redevelopment (to include retention and refurbishment of the Grade II Listed Olympia Building) to provide up to 419,100m² of mixed use development comprising up to:
- 321,000m² residential (Class C3) (up to 3,500 units);
 - 15,500m² business space (Class B1/live/work units);
 - 2,200m² for up to three energy centres;
 - 32,200m² working wharf and vessel moorings (Class B2 and sui generis);
 - 27,070m² hotel (Class C1);
 - 5,810m² retail, financial and professional services (Classes A1 and A2);
 - 4,520m² restaurant/cafes and drinking establishments (Classes A3 and A4);
 - 13,000m² community/non-residential institutions (Class D1 and D2),
 - 1,840 car parking spaces, together with vehicular access and a river bus facility.
- 1.5 The following list indicates the main scope of matters approved in the Outline Planning Permission:
- mix and quantum of floorspace including the maximum number of residential units;
 - the location of development plots including minimum and maximum dimensions and limits of horizontal and vertical deviation;
 - the siting (subject to limits of deviation) and massing of the three towers;

- vehicular and pedestrian access and egress points to and from the site;
 - the amount and location of publicly accessible open space;
 - public rights of way and private open space;
 - the maximum number of car parking spaces,
 - location of on-street parking for public and taxis,
 - bus stop zones and coach drop-off zones; and the size and location of the wharf and a river bus facility.
- 1.6 Given the above, the applications for Reserved Matters in relation to Plots 08, 15 and 22 can only consider the following:
- **Layout (in accordance with the OPP parameters)**
 - **Scale (in accordance with the OPP parameters)**
 - **Appearance**
 - **Landscaping**
 - **Access**
- 1.7 The Reserved Matters Application for Plot 08 proposes 456 private residential units totalling 35,750sqm and at ground level 1,450sqm of retail uses (Class A1/A2) and 200sqm of restaurant / bar uses (Class A3/A4).
- 1.8 The Reserved Matters Application for Plot 15 proposes 124 residential units (65 London Affordable Rent and 59 Shared Ownership), and at ground floor level 800sqm of office use (Class B1), 300sqm of retail uses (Class A1/A2)
- 1.9 The Reserved Matters Application for Plot 22 proposes a building providing 785sqm of floorspace on the existing jetty. The building would initially be used as a temporary marketing suite, then be converted into a use class falling into the permitted A3 (café/restaurant) and A4 (drinking establishments) use classes. This plot also proposes a riverbus pontoon comprising a canting brow attached to the northernmost part of the existing jetty, leading to a new floating pontoon with covered waiting area.
- 1.10 The Outline Planning Permission set out development parameters that each plot of the Development Site should comply with. The Reserved Matters Applications for Plot 08, Plot 15 and Plot 22 outline that the proposals in respect of each of these plots would be in accordance with the development parameters.
- 1.11 The proposals demonstrate a high quality of design across all three plots and set a precedent for future plots coming forward in relation to the Development Site. The proposals for P08 and P15 are considered to present a valuable contribution towards housing in the borough totalling 42% of the annual output for the adopted London Plan target or 34% of the annual output for the Draft London Plan target. Additionally, the proposals for Plot 15 provide a valuable contribution towards the delivery of affordable housing in the borough with 65 London Affordable Rent and 59 Shared Ownership units.
- 1.12 The Reserved Matters Applications have been considered in the light of relevant policies and standards as well as representations from third parties. The reserved matters are in conformity with the approved development parameters for the scheme (scale, massing, floorspace, mix of uses, extent of public realm) and the submitted details satisfactorily address the relevant policy considerations. The proposals are also in accordance with the principles set out in Strategic Site Allocation in the Core Strategy.

- 1.13 Given the above, the Reserved Matters Applications for Plots 08, 15 and 22 are recommended for approval subject to conditions.

2.0 INTRODUCTION

Background to Outline Permission at Convoys Wharf

- 2.1 In April 2013 an outline planning application for the comprehensive redevelopment of the Convoys Wharf site was submitted to the Council. The outline application was subsequently called in by the then Mayor and approved on 10 March 2015. The sequence of events leading to this determination is outlined below.
- 2.2 Under Sections 2A-F of the Town and Country Planning Act 1990 and the Town and Country Planning (Mayor of London) Order 2008, the Mayor of London has significant and extensive powers in relation to planning applications in Greater London which are of potential strategic importance (PSI application). Such applications include development comprising:
- the provision of more than 150 dwellings (Category 1A)
 - development outside central London with a total floorspace of more than 15,000m² (Category 1B (c))
 - development which comprises a building more than 30 metres high outside the City of London and more than 25 metres high and is adjacent to the River Thames (Category 1C)
 - development to provide a passenger pier on the River Thames (Category 2C)
 - development which occupies more than 4 hectares of land which is used for a use within Class B1, B2 or B8 of the Use Classes Order, and which is likely to prejudice the use of that land for any such use (Category 3B)
 - development which does not accord with one or more provisions of the development plan in force in the area and includes the provision of more than 2,500m² of floorspace for a use falling within any of Class A1, D1 and D2 (Category 3E)
 - development for a use, other than residential, which includes the provision of more than 200 car parking spaces in connection with that use (Category 3F)
 - development in respect of which the local planning authority is required to consult the Mayor by virtue of a direction given by the Secretary of State under article 10(3) of the GDPO (Category 4).
- 2.3 The Mayor's powers include power to direct LPAs to refuse planning permission for a PSI application in certain circumstances. In certain prescribed circumstances, the Mayor also has power to direct that he is to act as local planning authority for the purpose of determining a PSI application.
- 2.4 The site is also the subject of a safeguarding direction in respect of the wharf on the site which direction required prior notification to the Mayor of any planning application for development within the safeguarded area. Accordingly, the outline application was duly referred to the GLA for its consideration in May 2013. The Mayor of London issued his Stage 1 report in July 2013.
- 2.5 In October 2013, the applicant made a request to the Mayor of London for him to exercise his powers under the Town and Country Planning (Mayor of London) Order 2008 to act as local planning authority in the determination of the planning application. In response to this request the Council made representations to the Mayor that it should remain as local planning authority. However, by letter dated 30

October 2013 the Mayor of London advised the Council that he would determine the application.

- 2.6 The effect of the Mayor of London's decision to act as local planning authority in this case was that the London Borough of Lewisham had no formal planning powers in the determination of this application, the grant (or refusal) of planning permission, the scope of conditions or the content of any S106 agreement. The GLA however invited the Council to participate in discussions with the applicant, Hutchison Property Group (then Hutchison Whampoa), prior to the GLA determining the application.
- 2.7 The Council was also able to submit to the GLA its observations on the proposals and had the right to present its case to the Mayor of London at a representations hearing prior to the Mayor's determination of the application. Additionally, whilst the function of agreeing any S106 obligations rested with the Mayor, the Mayor was obliged to consult the Council before agreeing the S106 agreement.
- 2.8 Prior to determining the application, the Mayor of London held a Public Hearing on 31 March 2014. Lewisham Council made representations objecting to the proposed development and recommended refusal. Following the hearing, the Mayor of London resolved to grant outline planning permission subject to completion of a legal agreement under section 106 of the Town and County Planning Act.. The section 106 legal agreement was concluded on 10 March 2015, and outline planning permission was granted by the Mayor of London on the same date.
- 2.9 The Mayor of London has directed the London Borough of Lewisham Council to determine subsequent Reserved Matter applications and Discharge of Conditions applications following the approval of the outline permission.

Scope of Approved Outline Planning Permission

- 2.10 The following list indicates the main scope of matters approved in the outline planning permission:
- mix and quantum of floorspace including the maximum number of residential units;
 - the location of development plots including minimum and maximum dimensions and limits of horizontal and vertical deviation;
 - the siting (subject to limits of deviation) and massing of the three towers;
 - vehicular and pedestrian access and egress points to and from the site;
 - the amount and location of publicly accessible open space;
 - public rights of way and private open space;
 - the maximum number of car parking spaces,
 - location of on-street parking for public and taxis,
 - bus stop zones and coach drop-off zones; and the size and location of the wharf and a river bus facility.
- 2.11 The outline planning permission was granted for the demolition of all non-listed structures at the site, and comprehensive redevelopment (to include retention and refurbishment of the Grade II Listed Olympia Building) to provide up to 419,100m² of mixed use development comprising up to:
- 321,000m² residential (Class C3) (up to 3,500 units);
 - 15,500m² business space (Class B1/live/work units);
 - 2,200m² for up to three energy centres;

- 32,200m² working wharf and vessel moorings (Class B2 and sui generis);
- 27,070m² hotel (Class C1);
- 5,810m² retail, financial and professional services (Classes A1 and A2);
- 4,520m² restaurant/cafes and drinking establishments (Classes A3 and A4);
- 13,000m² community/non-residential institutions (Class D1 and D2),
- 1,840 car parking spaces, together with vehicular access and a river bus facility.

2.12 The development is divided into 22 separate plots. Each plot is defined by a set of parameters (described in further detail in the assessment below) that fix its location within the site and its shape, the maximum and minimum height, width and length of each building within the plot and the extent of podiums. The parameters also fix road widths. The 22 development plots, 3 phases and safeguarded wharf are indicated in image 1 below:

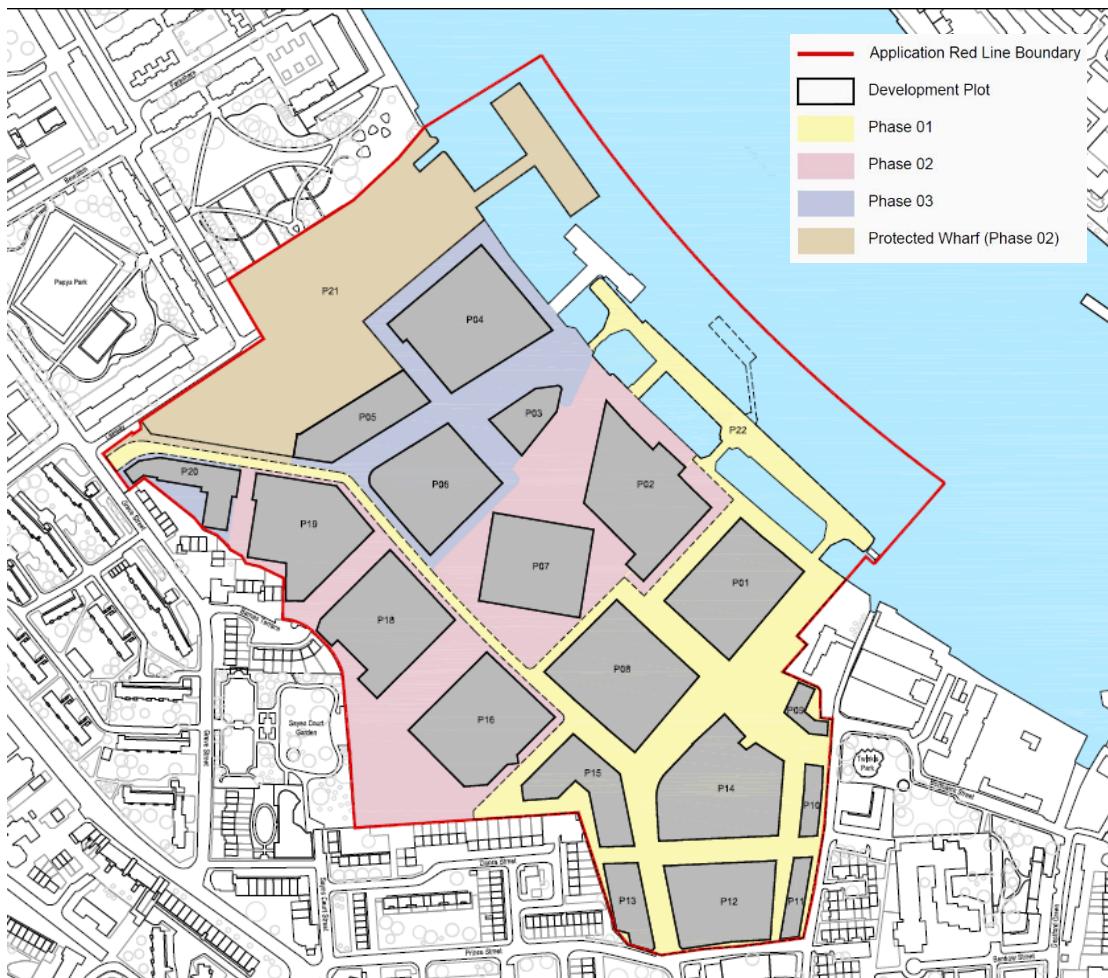


Image 1: Convoys Wharf Outline Plot and Phasing Plan (as amended by DC/18/107740)

- 2.13 The development is to be delivered in 3 phases over a 10-15 year build out programme.
- 2.14 The suite of planning obligations agreed within the section 106 legal agreement includes the following. Please note that this is not an exhaustive list.

Community Infrastructure and Projects

- Primary school - delivery of a 2-Form entry primary school, with an option for increased capacity to 3-Form entry;
- Secondary and post sixteen education - £440,000 (up to £881,000 subject to viability);
- Local open space - £560,000;
- Local heritage and public art - £300,000;
- Community Trust - £250,000;
- Community projects (Lennox and John Evelyn Centre – subject to business plans) - £250,000;
- Feasibility study for the Lennox Project - £20,000;
- Healthcare Facility (subject to a lease with a Healthcare provider - £643,724 in lieu);

Housing

- Delivery of at least 15% affordable housing and a review mechanism
 - At not less than 30% Affordable Rent Dwellings;
 - At not less than 70% Intermediate Dwellings
 - Wheelchair Housing

Employment

- Wharf infrastructure and activation;
- Local employment and training initiatives (including the affordable business space at subsidised rents);
- Employment and Training Contribution - £500,000;

Transport

- Contributions towards highways works to Deptford High Street, Prince Street, Grove Street, Evelyn Street, Oxestalls Road, Deptford Church Street/ Deptford Broadway Junction and other highways in the vicinity - £1,417,500
- Further s278 Highway works to New King Street (widening and public realm improvements) and to northern section of Deptford High Street between Deptford Station and the Evelyn Street/New King Street;
- Pedestrian and cyclists improvements to Deptford Church Street/A2 junction;
- Delivery of river pier for timetabled passenger services and associated land facilities and financial contribution to Riverbus service - £3,000,000;
- New and diverted bus service (plus capacity enhancements to existing services on Evelyn Street) - £5,750,000;
- New and enhanced off-site bus stops - £147,500;
- Travel Plan for each use (including Travel Plan measures, car club spaces);
- Provision of Controlled Parking Zone - £250,000;
- Air Quality Monitoring - £100,000;
- Delivery of on-site spine road, Thames Path extension and a network of public pedestrian and cycle links within the site;
- Safeguarding of sites for two cycle hire docking stations;
- Monitoring costs - £400,000

Other matters

- Provision of Design and Access Panel to assist the submission of Reserved Matters Applications;

- Provision of Cultural Steering Group;
- Olympia Building Strategy
- Energy strategy (including prioritisation of SELCHP connection);
- CCTV scheme.

3.0 SITE DESCRIPTION

- 3.1 Convoys Wharf is a site (including existing jetties) of approximately 16.6 hectares (41.2 acres), representing about 50% of Lewisham's River Thames frontage. The majority of the eastern side of the application site forms the administrative boundary with the London Borough of Greenwich. The remainder is formed by the boundary with the Shipwright's Palace (listed Grade II*) which is located in Lewisham. The surrounding area is predominantly residential with the Pepys Estate and Pepys Park to the west and the Sayes Court Estate to the south. The Pepys Estate, including Aragon Tower, ranges from 3 storeys to 8 storeys with three tall buildings; two at 24 storeys and Aragon Tower at 30 storeys. The Sayes Court Estate is predominantly 3 to 5 storeys with some 11 storey blocks. The site is bounded by Leeway to the north west, properties on Grove Street/Prince Street, Barnes Terrace and Dacca Street to the south and Watergate Street to the east with properties ranging from 2 to 5 storeys.
- 3.2 Existing access to the site is via an entrance at the junction of Prince Street and New King Street. Evelyn Street (A200) and the northern end of Deptford High Street are approximately 100m to the south. Cycle Super Highway 4 is proposed along Evelyn Street and is due to commence in June 2020 and be completed by Summer 2021. In terms of public transport services in the area, a number of bus services (47, 188, 199, N1, N47) run along Evelyn Street and one service (199) is routed along Grove Street (although not adjacent to the site). The nearest mainline stations are at Deptford and Greenwich (services to/from Cannon Street and Charing Cross via London Bridge), DLR services are at Greenwich Cutty Sark and Deptford Bridge, Underground services at Canada Water and Overground services at Surrey Quays.
- 3.3 Approximately 9 hectares of the site is a protected wharf and as indicated above, the wharf is subject to a Safeguarding Direction issued by the Secretary of State in June 2000 under powers in the Town and Country Planning Act 1990 and the Town and Country Planning (General Development Procedure) Order 1995. The wharf within the site red line boundary is not currently operational.
- 3.4 The site has a substantial and significant history having been the site of the Royal Dockyard since the 16th century and also the location of Sayes Court Garden and house, once occupied by John Evelyn. This history is visible with the Grade II listed building within the protected wharf area, Olympia Warehouse, constructed as cover to Slipways nos. 2 & 3 in the former Deptford Royal Dockyard. Gateposts at the junction of Grove Street and Leeway and the river wall are also listed Grade II. Other historic features on the site are archaeological remains which include the site of a Tudor Store House (a Scheduled Ancient Monument), a basin to the front of the Olympia Warehouse, the double dry dock and Sayes Court House. English Heritage has identified Convoys Wharf as an Area of Archaeological Priority where significant buried remains of the former Royal Dockyard are likely to exist. Recent archaeological investigations have shown that a number of archaeological features survive below ground.
- 3.5 A group of mature trees on the northeast corner of the site adjacent to the Shipwright's Palace (which lies outside the application site boundary) are subject to

a Tree Preservation Order, as are trees located along the south-western boundary of the site.

- 3.6 The north-west corner of the Convoys Wharf site sits within the protected viewing corridor of St Paul's Cathedral from Greenwich Park and the wider setting consultation area in the foreground and middle ground.
- 3.7 Up until recently, there were 33 buildings on the site which were of late 20th century construction, save for the Olympia Warehouse which dates from 1846. In early 2011, a number of the modern warehouse buildings were demolished. There are now 5 buildings retained on site, including the Olympia Warehouse.
- 3.8 The site has a public transport accessibility level (PTAL) spanning across 1a, 2, and 3.
- 3.9 The site is within the Deptford Creek/Greenwich Riverside Opportunity Area as identified in the London Plan 2016. Convoys Wharf is designated as a Strategic Site within the Core Strategy and is located within the Regeneration and Growth Area.
- 3.10 Directly to the west of Convoys Wharf is the Oxestalls Road Strategic Site (also known as The Wharves, Deptford) which has planning permission for 1132 new dwellings in buildings ranging from 4-24 storeys. Phase 1 is under construction. Further west is the Plough Way Strategic site which is formed of four plots; Marine Wharf West, Marine Wharf East, Cannon Wharf and sites in Yeoman Street. All have planning permission with the total number of 1244 approved units. The Plough Way sites are now complete.

4.0 RELEVANT PLANNING HISTORY

Background

- 4.1 The site has relatively a limited formal planning history but has a long and significant history as a naval dockyard dating from the 17th century. This has left an important legacy in the form of archaeological remains on and adjacent to the site. The site was used by Convoys, a subsidiary company of News International Plc, for the importation and transshipment of newspaper products up until September 1999. Following the closure of Convoys operations parts the site were used for storage purposes but it has been vacant since 2010 and various modern buildings demolished.

Early Discussions

- 4.2 Following the relocation of Convoys' operations to the Medway, News International Plc prepared proposals for a predominantly residential development comprising around 1,200 dwellings, 20,000m² of employment space plus community, retail and leisure uses. A formal application for a 'screening opinion' to establish whether an Environmental Impact Assessment was required to accompany a planning application for the proposed development was submitted to the Council however no planning application was subsequently submitted at that time.
- 4.3 In the light of this initial approach, and to inform the Council's position in the event of a planning application being submitted, the Council commissioned the London School of Economics Cities Programme to prepare an Urban Design Framework for the site. This explored options for the redevelopment of the site and the contribution it could make to the area as a mixed use site. Their report, produced in July 2001,

identified a number of possible uses for the site in particular the potential for arts and cultural uses to respond to the presence and growth of this sector in the Deptford area. It also identified the possibility of the site accommodating tall buildings, although no detailed appraisal was undertaken on this matter. The report was never formally adopted by the Council as Supplementary Planning Guidance but helped to inform discussions for the redevelopment of the site.

2002-2011

- 4.4 In 2002 News International submitted an application for the comprehensive mixed use redevelopment of the site. The scheme was an Outline application and divided the site into 17 development parcels. The application proposed development of up to 447,045m² of floorspace comprising:
- 4.5 337,980m² of residential space (Class C2 & C3), 3,514 dwellings of which 35% were to be affordable units
- 4.6 72,730m² of employment space (B1, B2, B8). The application proposed 39,415 m² of B1/B8 space, and 33,315 m² of wharf-related space. The wharf use included a waste recycling facility (referred to in the application as a 'Sustainable Business Park') capable of handling up to 50,000 tonnes per year, plus a boat repair yard and river bus service.
- 6,945m² retail space (A1, A2).
 - 3,370m² of restaurants/bars (A3/A4).
 - 23,320m² of cultural/community space (D1).
 - 2,700m² of leisure (D2) space.
 - 2,318 car parking spaces (1,995 residential and 323 non-residential).
 - a wharf with associated vessel moorings. The application identified an area for the reconfigured wharf, reducing the footprint of the safeguarded area from to approximately 1.8 hectares.
- 4.7 At its meeting on 26 May 2005 the Council's Strategic Planning Committee, resolved to grant planning permission for the development subject to conditions and completion of a S106 agreement, and subject to the application first being referred to the GLA. The application was duly referred, but the referral was subsequently withdrawn at the request of the GLA in the light of concerns the GLA had with the application, in particular, relating to the safeguarded wharf, affordable housing and transport matters. There then followed a series of meetings between officers of the Council and GLA to try and resolve the outstanding concerns.
- 4.8 By 2009, an agreement had been reached between the GLA and then owners of the site Hutchison Whampoa regarding the future of the safeguarded wharf and in October 2010 Hutchison Whampoa formally amended the original 2002 application. The 2010 amendments were for a broadly similar development however the wharf size was increased, relocated to the north west side of the site and proposals for a sustainable business park on the Wharf omitted.
- The amended application was for the comprehensive redevelopment of Convoys Wharf to provide a mixed-use development of up to 445,200m² comprising:
 - up to 337,980 m² (3,514 units) residential (Classes C2 & C3)
 - up to 19,100m² employment space including up to 2,200 m² for 3 potential energy centres (Classes B1, live/work units & B8)

- wharf with associated vessel moorings (Class B2 & sui generis) (32,200 m²)
- up to 6,400m² retail (Classes A1 & A2)
- up to 4,520m² restaurants/cafes and drinking establishments (Classes A3 & A4)
- up to 15,000m² community/non-residential institutions and assembly and leisure (Class D1)
- up to 30,000 m² hotel (Class C1)
- up to 2,700 m² leisure (Class D2)
- a river bus facility
- 2,318 car parking spaces together with vehicular access from Grove Street and amended access arrangements from New King Street.

4.9 Following a review of the application the Council wrote to the applicant in March 2011 advising of a series of concerns with the proposals, including deficiencies in the environmental statement. A formal request under Regulation 19 of the 1999 EIA Regulations was issued and amendments and further information was submitted to the Council in July 2011.

4.10 Having reviewed the submission and received comments from the GLA, English Heritage and Design Council CABE, the Council wrote to the applicant in November 2011 advising of continuing concerns with the application. These included the response to the heritage of the site, the scale of proposed buildings and the wide-ranging parameters applied for. This application was subsequently formally withdrawn by the Applicant.

2012-present

4.11 In 2012, the Applicant engaged a new masterplanner, Farrells, to review the scheme and prepare a new masterplan. This was the subject of the outline planning application which was approved by the Mayor of London in March 2015, as outlined in detail above.

4.12 The applicant is now discharging reserved matters and conditions against this outline planning permission.

5.0 THE PROPOSALS AND SCOPE OF ASSESSMENT

5.1 These applications seek to discharge the reserved matters for Plot 08, 15 and 22.

5.2 An application for the approval of reserved matters is not an application for planning permission. In respect of applications, for approval of reserved matters the Town and Country Planning (Development Management Procedure) (England) Order 2015 states only that applications “must include such particulars, and be accompanied by such plans and drawings, as are necessary to deal with the matters reserved in the outline planning permission”.

5.3 Condition 20 of the OPP is set out below. The 'Reserved Matters' required to be approved are the details referred to as layout (20(i)(a)), scale (20(i)(b)), appearance (20(i)(c)), access (20(i)(e) and landscaping (20(i)(f)). The Town and Country Planning (Development Management Procedure) (England) Order 2015 defines the reserved matters as:

- (i) **layout:** the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development;
- (ii) **scale** - the height, width and length of each building proposed within the development in relation to its surroundings;
- (iii) **appearance** - the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture;
- (iv) **landscaping** - the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes
 - (a) screening by fences, walls or other means;
 - (b) the planting of trees, hedges, shrubs or grass;
 - (c) the formation of banks, terraces or other earthworks;
 - (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and
 - (e) the provision of other amenity features;
- (v) **access:** the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

5.4 An application for approval of Reserved Matter is not an application for planning permission. In terms of formal requirements, the Town and Country Planning (Development Management Procedure) (England) Order 2015 states only that applications for approval of reserved matters “must include such particulars, and be accompanied by such plans and drawings, as are necessary to deal with the matters reserved in the outline planning permission”.

5.5 It is important to note that as OPP has been granted, the principle of the development and those elements of the development that have already been approved in outline (including the road layout, the overall quantum and mix of uses, the scale, height and massing of buildings and the general layout of the site as identified on the approved parameter plans) do not form part of the current application and are not matters for reconsideration as part of the determination of the proposed reserved matters or other matters submitted for discharge/approval under conditions.

5.6 Condition 20 provides as follows:

- i) Development other than works approved under Condition 21 shall not commence in a Phase or Sub-Phase or Plot approved under Condition 22 until layouts, plans, sections, elevations and other supporting material for that Phase. Sub-Phase or Plot detailing:
 - a) Siting and layout of the buildings and other structures;
 - b) Scale and design of the buildings (including floor areas, height and massing);
 - c) External appearance (including samples of the materials and finishes to be used for all external surfaces and including but not limited to roofs, elevation treatment and glazing);

- d) Measures to appropriately mitigate any potential overlooking issues (including details of proposed privacy screening);
 - e) Means of access (and details of surface treatments) for carriageways, cycleways, footways, footpaths and pedestrian access routes (identifying those which are to be publicly accessible) and routes to/from car parking and cycle storage/parking;
 - f) Hard and soft landscaping and planting, site boundary treatments of all publicly accessible open space and all private open space (including play space, private residential amenity space and communal residential amenity space); and,
 - g) Impact study of the existing water supply infrastructure (to determine the magnitude of any new additional capacity required in the system and a suitable connection point – for approval by the Local Planning Authority in consultation with Thames Water) have been submitted to and approved in writing by the Local Planning Authority.
- ii) The details of publicly accessible routes required to be submitted pursuant to part (i)(e) of this Condition shall include timescales for completion of such publicly accessible routes by reference to the occupation of residential units within the Phase, Sub-Phase or Plot in which they are to be provided.
 - iii) The development shall in all aspects be carried out in strict accordance with the details approved under this Condition.
 - iv) Not more than the relevant threshold of residential units as specified in the details approved pursuant to part (ii) of this Condition shall be occupied until the publicly accessible routes have been completed in strict accordance with the details approved pursuant to part (i) of this Condition.

6.0 OTHER MATTERS AND RESPONSE TO OBJECTIONS

Representations have been received in relation to a number of matters in relation to the Section 106 Agreement of the Outline Planning Permission, which are not material to the determination of the Reserved Matters Applications.

Initial Viability Appraisal

- 6.1 The viability of the wider scheme was assessed at the OPP stage and in consequence, a minimum provision of Affordable Housing Dwellings equal to 15% (by Habitable Room) of the total number of Dwellings (by Habitable Room) was required within the Development as a whole. This is to be provided in a 30/70% split Affordable Rent Dwellings to Intermediate Dwellings
- 6.2 The Section 106 agreement provides for the level of Affordable Housing within the Development to be subject to several viability reviews as it progresses, the purpose of the review is to assess whether there is additional profit can then be required to be applied to increase the affordable housing commitment. A review cannot reduce the level of provision of Affordable Housing Dwellings below the Affordable Housing Base Provision of 15% (or increase it above the policy target of 50% provision) and so the Owner shall remain obliged to deliver at least the Affordable Housing Base Provision within the Development.
- 6.3 Prior to submission of the reserved matters application, as required by the Section 106 Agreement, the Owner submitted an Initial Viability Assessment. This has been reviewed on behalf of the Council by a third party specialist consultant. The review

concluded that there was no surplus profit at this initial stage (being the first plots on the first phase) which could be applied to increase the affordable requirement. The review did note that the application of future growth and inflation identifies potential for improvements in return as the scheme progresses. As such, there is potential to identify a surplus at later reviews.

Cultural Steering Group

- 6.4 The Section 106 Agreement requires that the owner shall establish the Cultural Steering Group by no later than 3 months after the date of the Planning Permission.
- 6.5 Paragraph 6.3 of the Fourth Schedule of the Section 106 Agreement states that the role of the Cultural Steering Group will be to:
- (a) assist in advising on the formulation, development and delivery of the Initial Cultural Strategy and the Updated Cultural Strategies and other cultural commitments of the Development as required; and
 - (b) to monitor and review implementation of the approved Initial Cultural Strategy and approved Updated Cultural Strategies and to consider and advise upon any steps it considers could be taken to make the approved Initial Cultural Strategy and/or (as the case may be) the approved Updated Cultural Strategies more effective in achieving their objectives.
- 6.6 Paragraph 6.2 of the Fourth Schedule of the Section 106 Agreement states that the membership of the Cultural Steering Group shall comprise:
- (a) 1 representative of the Owner (as may be nominated from time to time);
 - (b) 1 representative of the Council (as may be nominated from time to time);
 - (c) representatives from such other groups, bodies or organisations as shall be considered appropriate to the work of the Cultural Steering Group as may be agreed between the Council and the Owner
- 6.7 It is also required that the Cultural Steering Group (CSG) shall have a minimum core group of 6 members (of which 4 shall be cultural representatives), unless otherwise agreed by the Owner and the Council.
- 6.8 The CSG was established and the first meeting of such was held on 8th January 2017.
- 6.9 Paragraph 6.6 of the Fourth Schedule of states that “the Cultural Steering Group will meet quarterly or at such greater frequency as may be reasonably necessary from time to time”. Since the first meeting of the CSG, there has only been one further meeting on 3rd December 2018.

Cultural Strategy

- 6.10 The Outline Planning Permission and Section 106 agreement require that the applicant provide a Cultural Strategy in relation to the approved scheme. The S106 outlines the following items as being Cultural Strategy Commitments:
- Programme of temporary and permanent cultural interventions and education
 - projects on the Jetty Park.

- Work with Visit London and others to attract visitors to Deptford.
- Destination strategy.
- Riverside “promenade experience”.
- Spaces for start ups, incubators, creative industries, offices and studios in Phase 1.
- Work with universities and colleges to provide affordable creative industry units as
 - part of a commitment to provide 8,000 square metres of cultural space.
- “Creative Deptford” programme.
- A “meanwhile programme” of temporary uses that will encourage ideas for projects that promote, celebrate and interpret the Site's history, including ideas for the hoardings, live events, festivals, skills and education that may include:
 - Providing a forum for receiving ideas and proposals that appeal to the community.
 - Establishing a meanwhile ideas competition and provide a website to hold the best ideas.
 - Appointing a co-ordinator developer to manage the programme.
 - Providing logistical management support.
 - Actively engaging and encouraging the participation of local people, schools, business organisations, the cultural sector and other parties.
 - Providing a programme of available spaces.
- Encourage design team to reference the Site’s ecology, history and heritage in their proposals.
- Work with available historical archives and local experts to develop history and heritage principles to assist the project team and create a commissioning programme.
- Develop a series of cultural projects that celebrate the key archaeological sites and other heritage assets.
- Appoint curators and artists to work alongside the architects, engineers and landscape architects on the public spaces, buildings, river edge and foreshore.
- Promote a naming strategy for squares, streets and buildings.
- Develop communication materials on Convoys Wharf including a publication on the history and heritage of the site and its archaeology.
- Seek to use surviving historic artefacts and materials on site or in situ within constraints of the Convoys Wharf masterplan.
- Explore planting schemes that will be inspired by the legacy of John Evelyn and his original gardens at Sayes Court.
- Create a youth forum to explore ideas of how young people can get involved in their neighbourhood.
- Directed play and activity strategy including art led commissions and developing play activities for all ages.
- Arts and crafts in public.
- Set up an estate management structure to run the leisure and recreation offer and maintain the public realm.
- Use local and specialist knowledge to inform project briefs and creative ideas.
- Develop a commissioning bible and project toolkit for the project team offering advice and guidance on commissioning process.
- Specialised event and cultural management for the Olympia building.
- Lead artists, project artists and lead curator.

6.11 In relation to an Initial Cultural Strategy, paragraph 5.1 of the Fourth Schedule of the Section 106 agreement states that:

- 6.12 “Not fewer than 40 Business Days prior to the date of submission of the first Reserved Matters Application in respect of Phase 1, the Owner shall submit the Initial Cultural Strategy to the Council for its approval and the Owner shall not submit the first Reserved Matters Application in respect of Phase 1 unless either the Initial Cultural Strategy has been approved by the Council or a period of 40 Business Days has elapsed since the date of submission to the Council of the Initial Cultural Strategy.”
- 6.13 Prior to submission of the first Reserved Matters in respect of Phase 1, the applicant submitted their Initial Cultural Strategy on 19th April 2017. This was subsequently refused by the Council on 8th June 2017. The primary reasons for refusal are summarised as follows:
- Lack of understanding how the core intentions of the Strategy will be delivered in practice and how much opportunity for genuine local engagement there will be.
 - Lack of concrete commitment to action or principles that would help facilitate community engagement
 - Lack of detail of how the voice of local people or the arts sector will be heard.
 - Programme of available spaces for meanwhile uses needed to be provided and officers wanted to understand how this would be advertised/publicised.
 - No information as to how the local arts sector would be engaged
 - No indication of affordability so spaces offered to the community
 - No programme for activation of the ‘Jetty Park’
- 6.14 Given the applicant provided an Initial Cultural Strategy not fewer than 40 days prior to submission of the first Reserved Matters Application, the applicant has met their obligations with regard to paragraph 5.1 of the Fourth Schedule of the Section 106 Agreement.
- 6.15 Paragraph 5.2 of the Section 106 Agreement states that “The Owner shall not Occupy more than 250 Dwellings in Phase 1 until the Council has approved the Initial Cultural Strategy.”
- 6.16 Given the wording of paragraph 5.2 of the Fourth Schedule, the applicant is not obliged to have an approved Initial Cultural Strategy until after the occupation of the 250th unit in Phase 1.
- 6.17 An update to the Cultural Strategy was submitted to LB Lewisham on 19 October 2018 with a further formal submission made to on 2nd January 2020.

Current Position in relation to Cultural Strategy and Cultural Steering Group

- 6.18 The Council is in the process of assessing the contents of the updated Initial Cultural Strategy as received on 2nd January 2020, and have sought to assess this in conjunction with a community consultation process.
- 6.19 The community consultation was commenced through an initial stakeholder’s consultation event held on 25th February 2020. This event sought to get feedback from key local stakeholders as to what the contents of the Cultural Strategy should be, who should be involved in the development of the document, and how a final Cultural Strategy might look and serve to benefit Deptford and the local community.
- 6.20 It is anticipated that this is the first of many events, which will help shape the contents and form of the Cultural Strategy and feed ideas to the applicant and the Cultural Steering Group.

- 6.21 It is anticipated that this is the first of many events, which will help shape the contents and form of the Initial Cultural Strategy and feed ideas to the applicant and the Cultural Steering Group.
- 6.22 It is noted that the Initial Cultural Strategy is an evolving document and must be agreed with the Council at latest, prior to the occupation of 250 units, as required by the S106 provisions. The document will continue to evolve through community consultation which would be overseen through the Cultural Steering Group (CSG).
- 6.23 As noted above, since the first meeting of the CSG in January 2017, there has only been one further meeting on December 2018, which is contrary to the requirements of the S106 agreement, which require the group to meet at least quarterly. Accordingly, the Council have advised that this is unacceptable and contrary to the requirements of the S106
- 6.24 The Council is working with the applicant to agree how this process can be recommenced and inform the production of an acceptable Initial Cultural Strategy.
- 6.25 As a result, the applicant has recently appointed a specialist consultant 'Forty Shillings' who are currently undertaking further community engagement and local consultation to ensure that the Deptford community is involved in influencing and informing the Cultural Strategy. In parallel with the wider consultation the applicant is also working with Really Local Group, to bring forward a meanwhile and temporary use programme for the site, as part of the Cultural Strategy
- 6.26 Following the initial key stakeholders meeting, it is anticipated that the applicant and Council will organise more frequent consultation events with the community in relation to the contents of the Cultural Strategy. The feedback and ideas received from the community will be taken to a reconvened CSG which will use this information to inform an updated and continually evolving Cultural Strategy.

Social Infrastructure

- 6.27 A number of representations received refer to social infrastructure, namely, health and education. The impacts of the proposed development on social infrastructure were assessed at OPP stage and the Section 106 agreement attached to the OPP secured many contributions and requirements as outlined at the beginning of this report. They are not relevant issues for the consideration as part of a Reserved Matters application.

Healthcare

- 6.28 The Section 106 agreement secures a Healthcare Facility of not less than 650 square metres to accommodate not less than 4 General Practitioners and incorporating a range of healthcare facilities. This is to be provided within either Plot 12 or 13 within Phase 1 or Plot 16 in Phase 2. If it is provided in Phase 1, then it must be delivered no later the occupation of 1,200 dwellings in Phase 1. If it is Phase 2, then it is to be provided no later than the occupation of 750 dwellings in Phase 2.

Education

- 6.29 The Section 106 agreement secures provision of a Primary school building together with outside play areas. The school is to be provided within Plot 16 or such other plot as agreed by the Council. The final location of the school is to be formally agreed with the Council prior to the submission of the Reserved Matters Applications for Plot

16. The Owner cannot Occupy more than 2,300 Dwellings (or such number of Dwellings as may be agreed between the Council and the Owner) unless the Primary School has been delivered and Leased to the Education Provider.

7.0 'Timing out' of Outline Planning Permission

- 7.1 Voice4Deptford (and others) have objected to the proposals on the basis that the outline consent has expired. Officers have taken legal advice on Voice4Deptford's argument. The conclusions are set out below.
- 7.2 Condition 1 of the Outline Planning Permission requires that applications for approval of Reserved Matters must be made within 13 years of the date of the OPP (so prior to 10 March 2028) and that the development must be begun not later than the expiration of 2 years from final approval of the Reserved Matters or, in the case of approval on different dates, the final approval of the last such matter to be approved. Condition 1 does not require all of the reserved matters to be approved before any part of the development can commence. Condition 20 is the relevant condition in that respect. This clearly enables individual Plots to proceed once the reserved matters for the Plot and other details required by Condition 20 (and any other Conditions required to be discharged prior to commencement) have been discharged/approved.
- 7.3 The statutory provision dealing with time conditions on outline permissions is Section 92 of the Town and Country Planning Act 1990. Section 92(2)(a) prescribes the standard time requirement, namely, that reserved matters approval must be applied for within 3 years of the date of the outline permission and the development implemented within 2 years of final approval of reserved matters or in the case of approval on different dates, the final approval of the last RM to be approved. Section 92(4) allows the LPA to substitute different time periods (whether longer or shorter). In the present case, the Mayor of London substituted 13 years for the 3 year period.
- 7.4 Voice4Deptford's argument is that as the permission is to come forward in phases, it necessarily follows that Section 92(5) of the 1990 Act required different time periods to be specified for each phase and that if different time periods are not specified, the default periods of 3 years for application for RMAs and 2 years for implementation are deemed to apply to each phase.

That argument is considered to be misconceived. Subsection (5) provides that the LPA:

- (5)may also specify, or direct that there be specified, separate periods under paragraph (a) of subsection (2) in relation to separate parts of the development to which the planning permission relates; and, if they do so, [*emphasis added*] the condition required by paragraph (b) [or (c) – not applicable as it relates to Wales] of that subsection shall then be framed correspondingly by reference to those parts, instead of by reference to the development as a whole
- 7.5 Section 92(5) does not have automatic effect where a development is to be carried out in phases. The language of the sub-section is clearly permissive and it simply gives a **discretion** to LPAs to **choose** to prescribe different timescales for different parts of a development. **If they do so,** then the different timescales prescribed for submission of reserved matters and commencement in relation to those parts of the development will apply. It is clear (by virtue of the words underlined above) that the second part of 92(5) only applies where different time periods have been specified

for different parts of the development and there is no room for any deemed/default timescales as suggested by Voice4Deptford.

- 7.6 The GLA chose not to so specify prescribe different time periods in respect of parts of the development. That was an approach which was totally open to it.
- 7.7 It is therefore considered that the outline permission has not been timed out as suggested by Voice4Deptford and the time period for submission of reserved matters in respect of the development remains at 13 years. Condition 20 also enables individual Plots to proceed once the reserved matters for the Plot and other details required by Condition 20 (and any other Conditions required to be discharged prior to commencement) have been discharged/approved.
- 7.8 Voice4 Deptford's detailed submissions also maintain that works already carried out on site do not amount to implementation of the planning permission. Officers consider this issues to be concluded as above, but it is addressed below for completeness.
- 7.9 Condition 20 referred to above expressly permits works approved under Condition 21 to proceed ahead of approval of reserved matters under Condition 20. The developer applied for and was granted discharge of/approval of the details required under Condition 21 relating to the carrying out of 'Advance Works', including provision of a haul road, as well as the discharge of other conditions required prior to carrying out those works. The Advance Works were carried out and completed in 2016. They are considered to involve the carrying out of a 'material operation' for the purposes of Section 56(4) of the 1990 Act - under Section 56, development is to be taken to be begun on the earliest date on which any material operation comprised in the development begins to be carried out.
- 7.10 Voice4Deptford's argument that these works did not commence the development appears to rely on the definition of 'Commencement' under the Section 106 Agreement which excludes certain preparatory works. The Section 106 Agreement defines what is 'Commencement' only for the purposes of Section 106 Agreement and the coming into effect of certain obligations. It does not, however, remove the operation of Section 56 of the 1990 Act which determines whether the development has begun under the planning permission. It is considered that the works carried out can reasonably be considered to involve a material operation for the purposes of Section 56 and the development can reasonably be taken to have been begun by those works.

Committee	STRATEGIC PLANNING COMMITTEE	
Report Title	PLOT 22, CONVOYS WHARF, LONDON, SE8 3JH	
Ward	Evelyn	
Contributors	David Robinson	
Class	PART 1	09 06 2020

Reg. Nos. DC/18/107620

Application dated 11 June 2018

Applicant DP9 Limited, on behalf of Convoys Wharf Limited

Proposal Approval of Reserved Matters (layout, scale, appearance, access and landscaping) for Plot 22 (Jetty) (Phase 1) comprising the refurbishment of the River Jetty, construction of a building for use as a bar and restaurant (Class A3/A4), Riverbus Pontoon and associated services, landscaping, public realm, servicing and utilities other details pursuant to conditions 20 (i) and 21 (i) (Reserved Matters/ Approval of Access) together with discharge/approvals under condition 3 (ii) (Microclimate: Wind), condition 7 (i) (Building Design Statement), condition 8 (i) (Reconciliation Document), condition 12 (i) (Lighting), condition 13 (Heritage Statement), condition 14 (i) (Biodiversity), condition 15 (Energy Statement), condition 45 (i) (Contaminated Land) of Outline Planning Permission ref. DC/13/83358 for the comprehensive redevelopment of Convoys Wharf, Prince Street, London, SE8 3JH.

Applicant's Plan Nos. A 0100 Rev A; A 0110; A 0130; A 0140; A 0110; A 0170 Rev C; A 0160 Rev B; A 0200; A 0201; A 0202; A 0203; A 0205; A 0206; A 0207; A 0300; A 0301; A 0302; A 0310; A 0311; A 0312; CW-P22-GL-GA-3060-100-PL-02; CW-P22-GL-GA-3060-101-PL-01; CW-P22-GL-GA-3060-102-PL-02; CW-P22-GL-GA-3060-103-PL-03; CW-P22-GL-GA-3060-114-PL-00; CW-P22-GL-GA-3060-104-PL-00; CW-P22-GL-GA-3060-105-PL-01; CW-P22-GL-GA-3060-106-PL-03; CW-P22-GL-GA-3060-115-PL-00; CW-P22-GL-GA-3060-107-PL-00; CW-P22-GL-GA-3060-108-PL-02; CW-P22-GL-GA-3060-109-PL-02; CW-P22-GL-GA-3060-110-PL-00; CW-P22-GL-GA-3060-111-PL-01; CW-P22-GL-GA-3060-112-PL-02; CW-P22-GL-GA-3060-116-PL-00

Landscape Statement (June 2018) (Gillespies); Planning Statement (June 2018) (DP9); Reconciliation Statement (May 2018) (DP9); Wind Assessment (May 2018) (AECOM); Ventilation Statement Rev E (May 2018) (Cundall); Lighting Strategy (May 2018) (Cundall); Heritage Statement (May 2018) (CGMS); Energy & Sustainability Statement (May 2018) (Cundall); Flood Risk Assessment (May 2018) (AECOM); Arboricultural Impact Assessment (May 2018) (Treework

Environmental); Utilities and Drainage Assessment Rev F (May 2018) (Cundall); Building Design Statement (May 2018) (Marks Barfield); Remediation Strategy (May 2018) (AECOM); Noise Assessment Rev E (May 2018) (Cundall); Structural Jetty Assessment and Foundation Method Statement (May 2018) (AECOM); Ecology Statement (May 2018) (AECOM); Archaeology Watching Brief (May 2018) (MOLA); EIA Statement of Conformity (May 2018) (AECOM); Heritage Summary Statement (September 2018) (Marks Barfield); Planning Statement Rev A (August 2018) (DP9); Lighting Detail Report Rev B + drawing (February 2020) (Cundall); Heritage Statement (October 2019) (CGMS); Utility & Drainage Statement Rev G (February 2020); Phase 1 Desk Study (October 2019) (AECOM); Transport Statement Rev 4 (November 2019) (AECOM); Ecology Statement Rev 3 (February 2020) (AECOM); Healthy Streets Assessment (February 2020) (Steer); Initial Cultural Strategy Response Statement (November 2018) (Marks Barfield); Remediation Strategy Rev 04 (February 2020) (AECOM); Transport Statement Rev 5 (February 2020) (AECOM); Biodiverse Habitat Creation Rev 2 (February 2020) (AECOM); Design & Access Statement Rev A (January 2019) (Marks Barfield); Phase 1 Desk Study Summary Report Rev 1 (February 2020) (AECOM); Heritage Design Proposal (December 2019) (Really Local); Phase 2 Summary Report Rev 1 (February 2020) (AECOM); Building External Materials (Marks Barfield)

Background Papers

Case File LE/451/179/TP
 NPPF (February 2019)
 London Plan (March 2016)
 Core Strategy (June 2011)
 Development Management Local Plan (November 2014)

Designation

PTAL 1a / 2 / 3
 Area of Archaeological Priority
 Deptford Neighbourhood Forum
 Flood Risk Zones 2 and 3
 Landmark Viewing Corridor
 Protected Vista
 Regeneration and Growth Area
 Site of Importance for Nature Conservation
 Strategic Site Allocation 2
 Thames Policy Area

1.0 SUMMARY

- 1.1 This report relates to an application for the approval of Reserved Matters and other details relating to Plot 22 within the Convoys Wharf Development. The report has been brought before members for a decision as permission is recommended for approval, and there are

three or more (53 no.) valid planning objections and as the application pertains to a site of strategic importance.

2.0 INTRODUCTION

2.1 This application a Reserved Matters Application in relation to an outline planning permission approved at Convoys Wharf.

Background to Outline Permission at Convoys Wharf

2.2 The relevant planning history is set out in Section 4 of this Report. By way of further background, the outline planning permission to which the Reserved Matters/other details application relates was granted by the Mayor of London in March 2015.

2.3 The outline application was submitted to the Council in April 2013. As the application was an application of potential strategic importance as defined in the Town and Country Planning (Mayor of London) Order 2008 it was, in the usual way, notified to the Mayor of London in accordance with the 2008 Order.

2.4 In October 2013 and before the Council had formally considered the application, the applicant asked the Mayor to exercise his statutory powers to 'call in' in the application for his own determination. The Council made representations to the Mayor opposing such a move, but the Mayor of London nevertheless decided that he would determine the application.

2.5 The Council also made representations objecting to the application on the basis of inappropriate scale and massing and relationship with historic buildings, failure to link with Sayes Court and to accommodate The Lenox, limited scope for evolution of the scheme, various transport issues and uncertainty over community benefits and recommended that it be refused. Following a representations hearing, the Mayor resolved that permission be granted subject to satisfactory completion of a Section 106 Agreement. The Section 106 Agreement (to which the Council is a party) was concluded on 10 March 2015, and outline planning permission (**OPP**) was granted by the Mayor on the same date.

2.6 The Mayor also directed that the Council should determine subsequent Reserved Matters applications and discharge the conditions under the OPP.

Scope of Approved Outline Planning Permission

2.7 The OPP permits the demolition of all non-listed structures at the site, and comprehensive redevelopment (to include retention and refurbishment of the Grade II Listed Olympia Building) to provide up to 419,100m² of mixed use development comprising up to:

- 321,000m² residential (Class C3) (up to 3,500 units);
- 15,500m² business space (Class B1/live/work units);
- 2,200m² for up to three energy centres;
- 32,200m² working wharf and vessel moorings (Class B2 and sui generis);
- 27,070m² hotel (Class C1);
- 5,810m² retail, financial and professional services (Classes A1 and A2);
- 4,520m² restaurant/cafes and drinking establishments (Classes A3 and A4);
- 13,000m² community/non-residential institutions (Class D1 and D2),
- 1,840 car parking spaces, together with vehicular access and a river bus facility.

2.8 The development is divided into 22 separate plots and is to be developed in 3 phases. Each plot is defined by a set of parameters (described in further detail in the assessment below) that fix its location within the site and its shape, the maximum and minimum height, width and length of each building within the plot and the extent of podiums. The parameters also

fix road widths. The 22 development plots, 3 phases and safeguarded wharf are indicated in image 1 below:

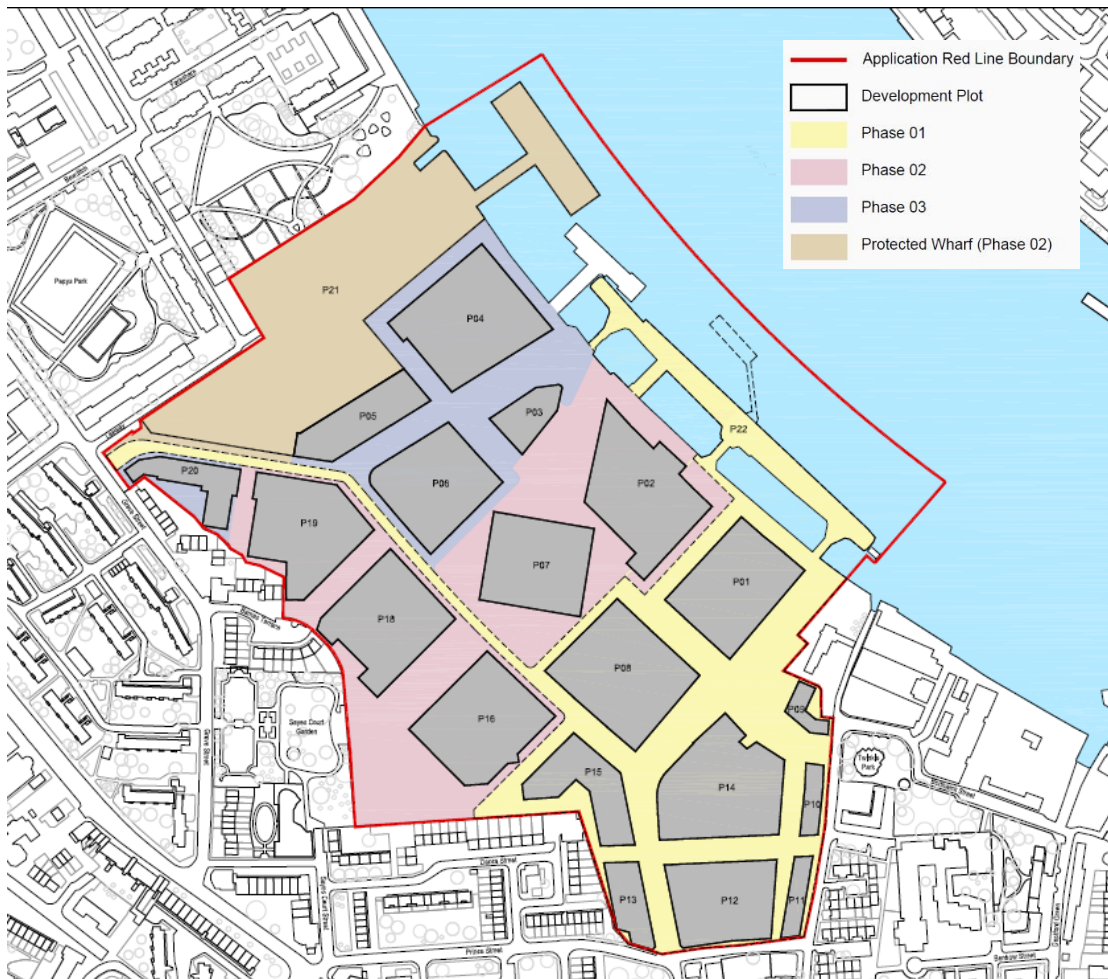


Image 1: Convoys Wharf Outline Plot and Phasing Plan

2.9 The development has an anticipated 10-15 year build out programme.

2.10 The existing Section 106 legal agreement includes the following (this is not an exhaustive list):

Community Infrastructure and Projects

- Primary school - delivery of a 2-Form entry primary school, with an option for increased capacity to 3-Form entry;
- Secondary and post sixteen education - £440,000 (up to £881,000 subject to viability);
- Local open space - £560,000;
- Local heritage and public art - £300,000;
- Community Trust - £250,000;
- Community projects (Lennox and John Evelyn Centre – subject to business plans) - £250,000;
- Feasibility study for the Lennox Project - £20,000;
- Healthcare Facility (subject to a lease with a Healthcare provider - £643,724 in lieu);

Housing

- Delivery of at least 15% affordable housing and a review mechanism
 - At not less than 30% Affordable Rent Dwellings;

- At not less than 70% Intermediate Dwellings
- Wheelchair Housing

Employment

- Wharf infrastructure and activation;
- Local employment and training initiatives (including the affordable business space at subsidised rents);
- Employment and Training Contribution - £500,000;

Transport

- Contributions towards highways works to Deptford High Street, Prince Street, Grove Street, Evelyn Street, Oxestalls Road, Deptford Church Street/ Deptford Broadway Junction and other highways in the vicinity - £1,417,500
- Further s278 Highway works to New King Street (widening and public realm improvements) and to northern section of Deptford High Street between Deptford Station and the Evelyn Street/New King Street;
- Pedestrian and cyclists improvements to Deptford Church Street/A2 junction;
- Delivery of river pier for timetabled passenger services and associated land facilities and financial contribution to Riverbus service - £3,000,000;
- New and diverted bus service (plus capacity enhancements to existing services on Evelyn Street) - £5,750,000;
- New and enhanced off-site bus stops - £99,500;
- Travel Plan for each use (including Travel Plan measures, car club spaces);
- Provision of Controlled Parking Zone - £250,000;
- Air Quality Monitoring - £100,000;
- Delivery of on-site spine road, Thames Path extension and a network of public pedestrian and cycle links within the site;
- Safeguarding of sites for two cycle hire docking stations;
- Monitoring costs - £400,000

Other matters

- Provision of Design and Access Panel to assist the submission of Reserved Matters Applications;
- Provision of Cultural Steering Group;
- Olympia Building Strategy
- Energy strategy (including prioritisation of SELCHP connection);
- CCTV scheme;
- Telecommunications monitoring and mitigation;
- Wharf Activation.

3.0 SITE DESCRIPTION

- 3.1 The wider Convoys Wharf site (including existing jetties) is approximately 16.6 hectares (41.2 acres), representing about 50% of Lewisham's River Thames frontage. The majority of the eastern side of the application site forms the administrative boundary with the London Borough of Greenwich. The remainder is formed by the boundary with the Shipwright's Palace (listed Grade II*) which is located within the Borough. The surrounding area is predominantly residential with the Pepys Estate and Pepys Park to the west and the Sayes Court Estate to the south. The Pepys Estate, including Aragon Tower, ranges from 3 storeys to 8 storeys with three tall buildings; two at 24 storeys and Aragon Tower at 30 storeys. The Sayes Court Estate is predominantly 3 to 5 storeys with some 11 storey blocks. The site is bounded by Leeway to the north west, properties on Grove Street/Prince Street,

Barnes Terrace and Dacca Street to the south and Watergate Street to the east with properties ranging from 2 to 5 storeys.

- 3.2 Existing access to the site is via an entrance at the junction of Prince Street and New King Street. Evelyn Street (A200) and the northern end of Deptford High Street are approximately 100m to the south. Cycle Super Highway 4 is proposed along Evelyn Street in the future. In terms of public transport services in the area, a number of bus services (47, 188, 199, N1, N47) run along Evelyn Street and one service (199) is routed along Grove Street (although not adjacent to the site). The nearest mainline stations are at Deptford and Greenwich (services to/from Cannon Street and Charing Cross via London Bridge), DLR services are at Greenwich Cutty Sark and Deptford Bridge, Underground services at Canada Water and Surrey Quays and Overground at Surrey Quays.
- 3.3 Approximately 9 hectares of the site is a protected wharf. The wharf is not currently operational. It is subject to a Safeguarding Direction issued by the Secretary of State in June 2000 which requires the Mayor to be consulted prior to the grant of planning permission relating to the area protected. In January, the Mayor approved the final recommendations of the review for submission to the Secretary of State for Housing Communities and Local Government. This recommends that the safeguarding be retained for Convoys Wharf with the boundary of the protected wharf amended to reflect the boundary of the OPP.
- 3.4 The site has a substantial and significant history having been the site of the Royal Dockyard since the 16th century and also the location of Sayes Court Garden and house, once occupied by John Evelyn. This history is visible with the Grade II listed building within the protected wharf area, Olympia Warehouse, constructed as cover to Slipways nos. 2 & 3 in the former Deptford Royal Dockyard. Gate posts at the junction of Grove Street and Leeway and the river wall are also listed Grade II. Other historic features on the site are archaeological remains which include the site of a Tudor Store House (a Scheduled Ancient Monument), a basin to the front of the Olympia Warehouse, the double dry dock and Sayes Court House. English Heritage (now Heritage England) has identified Convoys Wharf as an Area of Archaeological Priority where significant buried remains of the former Royal Dockyard are likely to exist. Recent archaeological investigations have shown a number of that a number of archaeological features survive below ground.
- 3.5 A group of mature trees on the northeast corner of the site adjacent to the Shipwright's Palace (which lies outside the application site boundary) are subject to a Tree Preservation Order, as are trees located along the south-western boundary of the site.
- 3.6 The north-west corner of the Convoys Wharf site sits within the protected viewing corridor of St Paul's Cathedral from Greenwich Park and the wider setting consultation area in the foreground and middle ground.
- 3.7 Up until recently, there were 33 buildings on the site which were of late 20th century construction, save for the Olympia Warehouse which dates from 1846. In early 2011, a number of the modern warehouse buildings were demolished. There are now 5 buildings retained on site, including the Olympia Warehouse.
- 3.8 The site has a public transport accessibility level (PTAL) spanning across 1a, 2, and 3.
- 3.9 The site is within the Deptford Creek/Greenwich Riverside Opportunity Area as identified in the London Plan. Convoys Wharf is designated as a Strategic Site within the Core Strategy and is located within the Deptford Regeneration and Growth Area.
- 3.10 Directly to the west of Convoys Wharf is the Oxestalls Road Strategic Site (also known as The Wharves, Deptford) which has planning permission for 1132 new dwellings in buildings ranging from 4-24 storeys. Phase 1 is under construction. Further west is the Plough Way Strategic site which is formed of four plots; Marine Wharf West, Marine Wharf East, Cannon

Wharf and sites in Yeoman Street. All have planning permission with the total number of 1244 approved units. The Plough Way sites are now complete.

4.0 RELEVANT PLANNING HISTORY

Background

- 4.1 The site has relatively a limited formal planning history but as set out above, has a long and significant history as a naval dockyard dating from the 17th century which has left an important legacy in the form of archaeological remains on and adjacent to the site. The site was used by Convoys, a subsidiary company of News International Plc, for the importation and transshipment of newspaper products up until September 1999 when Convoys operations were relocated to Medway. Parts the site were then used for storage purposes but it has been vacant since 2010 and various modern buildings demolished.
- 4.2 In 2002 News International submitted an outline application for the comprehensive residential-led mixed use redevelopment of the site for a total of 447,045m² of floorspace providing c. 3,500 dwellings with employment, leisure and retail uses. The Council resolved to grant planning permission subject to completion of a Section 106 agreement, and the application first being referred to the Mayor of London, as required under the 2008 Order, but due to a number of concerns raised by the GLA, principally focused on the protected wharf, affordable housing and transport matters, the referral was withdrawn at the request of the GLA.
- 4.3 The site was subsequently acquired by Hutchison Whampoa (**HW**) and the planning application was amended but ultimately withdrawn when HW engaged new masterplanners, Farrells, and submitted a new outline planning application, which led to the grant of the OPP by the Mayor of London in March 2015.

Other Relevant Applications

- 4.4 An amended phasing plan (condition 22) was approved on 27th June 2018 as per Image 1 above (planning application reference number DC/18/107740).
- 4.5 DC/19/113231 - An application submitted under Section 96a of the Town and Country Planning Act 1990 for a Non-material amendment in connection with the Planning Permission DC/13/83358 approved (GLA reference D&P/0051c/GC/18) 10th March 2015 for the comprehensive redevelopment of Convoys Wharf to provide a mixed-use development of up to 419,100m² comprising:
- up to 321,000m² residential floorspace (up to 3,500 units) (Use Class C3)
 - up to 15,500m² employment floorspace (Class B1/Live/Work units) including up to 2,200m² for 3 no. potential energy centres
 - wharf with associated vessel moorings and up to 32,200m² of employment floorspace (Sui Generis & Class B2)
 - up to 5,810m² of retail and financial and professional services floorspace (Classes A1 & A2)
 - up to 4,520m² of restaurant/cafe and drinking establishment floorspace (Classes A3 & A4)
 - up to 13,000m² of community/non residential institution floorspace (Class D1) and assembly and leisure (Class D2)
 - up to 27,070m² of hotel floorspace (Class C1)
 - river bus jetty and associated structures
 - 1,840 car parking spaces together with vehicular access from New King Street and Grove Street
 - retention and refurbishment of the Olympia Building and demolition of all remaining non-listed structures on site

In order to allow an amendment to minimum development parameters in relation to P08 and the minimum and maximum development parameters in relation to P15.

- 4.6 The Reserved Matters Applications for Plot 08 (DC/18/107698) and Plot 15 (DC/19/111912) and discharge of/approval under conditions have also been received by the Council. These applications are subject to separate applications which are also on the same agenda as the application in relation to Plot 22.
- 4.7 A number of further applications have been submitted and approved in relation to advance site works and other pre-commencement conditions as follows:
- 4.8 DC/15/094797 - Partial details for the advanced site works phase relating to the haul road submitted in partial compliance with Condition (45) (i) (a) and (b) Contamination Studies of the planning permission DC/13/83358 dated 10th March 2015 – Approved 19 February 2016
- 4.9 DC/15/094799 - Details related to the advanced site works phase submitted in partial compliance with Condition 47 Surface Water Control Measures of planning permission DC/13/83358 dated 10th March 2015 – Approved 5 February 2016
- 4.10 DC/15/094800 - Details for the advanced works phase submitted in partial compliance with Conditions (34, 35, 36, 37, 38 and 39) Archaeological Work of the planning permission DC/13/83358 dated 10th March 2015 – Approved 24 February 2016
- 4.11 DC/16/095903 - Details submitted in compliance with Condition (44)(i) Site-Wide Construction Code of Practice of planning permission DC/13/83358 dated 10th March 2015 – Approved 21 April 2016
- 4.12 DC/16/096970 - Details submitted in compliance with Condition (44)(ii) Phase-Specific Construction Code of Practice of planning permission DC/13/83358 dated 10th March 2015 – Approved 01 June 2016
- 4.13 DC/17/100954 - Details submitted in compliance with Condition 6 (River Wall Surveys) of the planning permission DC/13/83358 dated 10th March 2015 – Approved 21st June 2018
- 4.14 DC/17/104961 - Details submitted in compliance with Condition 41 (Ecological Management Strategy) of the planning permission DC/13/83358 dated 10th March 2015 – Approved 23rd March 2018

5.0 THE PROPOSALS AND SCOPE OF ASSESSMENT

- 5.1 This current application seeks approval of Reserved Matters for Plot 22, together with approval of other details under Conditions 20 and 21 of the OPP and approval/discharge under/of the conditions listed in the Table at paragraph 5.7 below.
- 5.2 The comprehensive redevelopment of the site has already been assessed and the OPP granted based on a number of development principles and parameters. These include the overall quantum of development and mix of uses, the scale, height and massing of buildings, as well as the general layout of the site including the location of buildings, routes and open spaces.
- 5.3 Condition 20 of the OPP is set out below. The 'Reserved Matters' required to be approved are the details referred to as layout (20(i)(a)), scale (20(i)(b)), appearance (20(i)(c)), access (20(i)(e) and landscaping (20(i)(f)). The Town and Country Planning (Development Management Procedure) (England) Order 2015 defines the reserved matters as:

- (i) layout: the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development;
- (ii) scale - the height, width and length of each building proposed within the development in relation to its surroundings;
- (iii) appearance - the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture;
- (iv) landscaping - the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes
 - (a) screening by fences, walls or other means;
 - (b) the planting of trees, hedges, shrubs or grass;
 - (c) the formation of banks, terraces or other earthworks;
 - (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and
 - (e) the provision of other amenity features;
- (v) access: the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

5.4 An application for the approval of reserved matters is not an application for planning permission. In terms of formal requirements the Town and Country Planning (Development Management Procedure) (England) Order 2015 states only that such applications “must include such particulars, and be accompanied by such plans and drawings, as are necessary to deal with the matters reserved in the outline planning permission”.

5.5 It is important to note that as OPP has been granted, the principle of the development and those elements of the development that have already been approved in outline (including the road layout, the overall quantum and mix of uses, the scale, height and massing of buildings and the general layout of the site as identified on the approved parameter plans) do not form part of the current application and are not matters for reconsideration as part of the determination of the proposed reserved matters or other matters submitted for discharge/approval under conditions.

5.6 Conditions 20 provides as follows:

Reserved Matters/approval of details

- i) Development other than works approved under Condition 21 shall not commence in a Phase or Sub-Phase or Plot approved under Condition 22 until layouts, plans, sections, elevations and other supporting material for that Phase. Sub-Phase or Plot detailing:
 - a) Siting and layout of the buildings and other structures;
 - b) Scale and design of the buildings (including floor areas, height and massing);
 - c) External appearance (including samples of the materials and finishes to be used for all external surfaces and including but not limited to roofs, elevation treatment and glazing);
 - d) Measures to appropriately mitigate any potential overlooking issues (including details of proposed privacy screening);
 - e) Means of access (and details of surface treatments) for carriageways, cycleways, footways, footpaths and pedestrian access routes (identifying those

which are to be publicly accessible) and routes to/from car parking and cycle storage/parking;

f) Hard and soft landscaping and planting, site boundary treatments of all publicly accessible open space and all private open space (including play space, private residential amenity space and communal residential amenity space); and,

g) Impact study of the existing water supply infrastructure (to determine the magnitude of any new additional capacity required in the system and a suitable connection point – for approval by the Local Planning Authority in consultation with Thames Water) have been submitted to and approved in writing by the Local Planning Authority.

ii) The details of publicly accessible routes required to be submitted pursuant to part (i)(e) of this Condition shall include timescales for completion of such publicly accessible routes by reference to the occupation of residential units within the Phase, Sub-Phase or Plot in which they are to be provided.

iii) The development shall in all aspects be carried out in strict accordance with the details approved under this Condition.

iv) Not more than the relevant threshold of residential units as specified in the details approved pursuant to part (ii) of this Condition shall be occupied until the publicly accessible routes have been completed in strict accordance with the details approved pursuant to part (i) of this Condition.

Discharge of Conditions

5.7 In addition to the application for the approval of Reserved Matters for Plot 22, the applicant has also applied for approval of the other details required by Condition 20 so are relevant to Plot 22 and to discharge certain other conditions of the OPP. The relevant conditions are listed below in Table 1. The full wording of each of the conditions can be viewed in the OPP, a copy of which is attached as Appendix 1.

Number	Title
3	Microclimate: wind
7	Building design Statement and Tall Buildings Design Statement
8	Reconciliation Statement
13	Heritage Statement
14	Biodiversity
21	Infrastructure and other details
15	Energy Statement
44	Code of Construction Practice
45	Contaminated Land

Table 1: Conditions sought for discharge

5.8 The details considered below in relation to the Reserved Matters are also material to consideration of other matters required to be approved under Condition 20. The assessment of layout is also relevant to siting (part of 20(i)(a)), the assessments of scale and appearance are also relevant to design (part of 20(i)(b)). The assessment of playspace (part of 20(i)(f)) is also considered under landscaping.

Overview of Plot 22 Proposals

5.9 In accordance with the approved Development Specification (CW05A), the key components of Plot 22 are as follows:

- 800sqm of river related uses; and

- 800sqm of restaurant and cafes (Class A3) and drinking establishments (Class A4) floorspace.
- 5.10 The Development Specification also indicates the existing jetty to be utilised for a riverside open space (Jetty Park).
- 5.11 The approved phasing programme (DC/15/094795) indicates that the works to the existing main jetty (part of Plot 22) and new water taxi jetty are to be delivered in Phase 1.
- 5.12 As identified by the OPP, the plot lies within the Waterfront character area, which is to consist of a series of residential buildings, a Thames Path extension and public open space as well as the envisaged provision of a new Riverbus service.
- 5.13 The Reserved Matters application proposes the construction of a three-storey building on Plot 22 comprising 785 sqm of floorspace on the existing jetty. The OPP permits is of building within the A3 (café/restaurant) and A4 (drinking establishments) use classes. The applicant intends, however, to use the building initially and for a period of 5 years as a marketing suite. Such use will require a separate application for planning permission in due course, although this Report references the proposed use where relevant in context.
- 5.14 The proposed building would be glazed with a small ground floor footprint and a large cantilevered first floor which would provide the main area for the proposed marketing and future A3/A4 uses. At second floor level a smaller floorspace is proposed with an outdoor seating area.
- 5.15 The proposed development also includes 5,330 sqm of landscaped public realm on the existing jetty, as set out in the approved OPP.
- 5.16 Additionally, the existing Section 106 Agreement in relation to the redevelopment of the site requires that a new riverbus pontoon is provided prior to the occupation of 750 residential units in accordance with the Section 106 Legal Agreement. The applicant also proposes to deliver the riverbus pontoon as part of this application.
- 5.17 The riverbus pontoon would comprise a canting brow attached to the northernmost part of the existing jetty, leading to a new floating pontoon with covered waiting area and on/off access for riverbus passengers.
- 5.18 Initially the application proposed access to Plot 22 via Watergate Street. This option entailed demolishing a section of Grade II listed wall which runs along the development site boundary, and following comment from Officers and Historic England, the applicant decided not to proceed with that proposal. Access is now proposed from the existing access point at New King Street. This is discussed in further detail below. No demolition of the listed wall is now proposed.
- 5.19 Under the OPP, the jetty is identified for use as publicly accessible open space. Once Plot 22 is completed, pedestrian access to the jetty is to be provided via four existing footbridges across from the site to the jetty. During the construction of Phase 1, however, and given proposed use of the jetty for construction purposes, the applicant proposes that access is restricted during this period.
- 5.20 Vehicular access would run from New King Street into the site past Plot 08 and onto the temporary access road, with access to a car park and servicing on the eastern portion of the site. The applicant proposes to create 30 temporary (non-residential car parking spaces) for use alongside the temporary marketing suite use. Eleven temporary cycle parking spaces (Sheffield stands) are also proposed as part of this application. As with the temporary marketing suite use, however, the temporary parking arrangements, will need to be subject to a separate planning application in due course, and do not form part of this application.

5.21 The location of Plot 22 in relation to surrounding development plots is outlined in image 2 below:

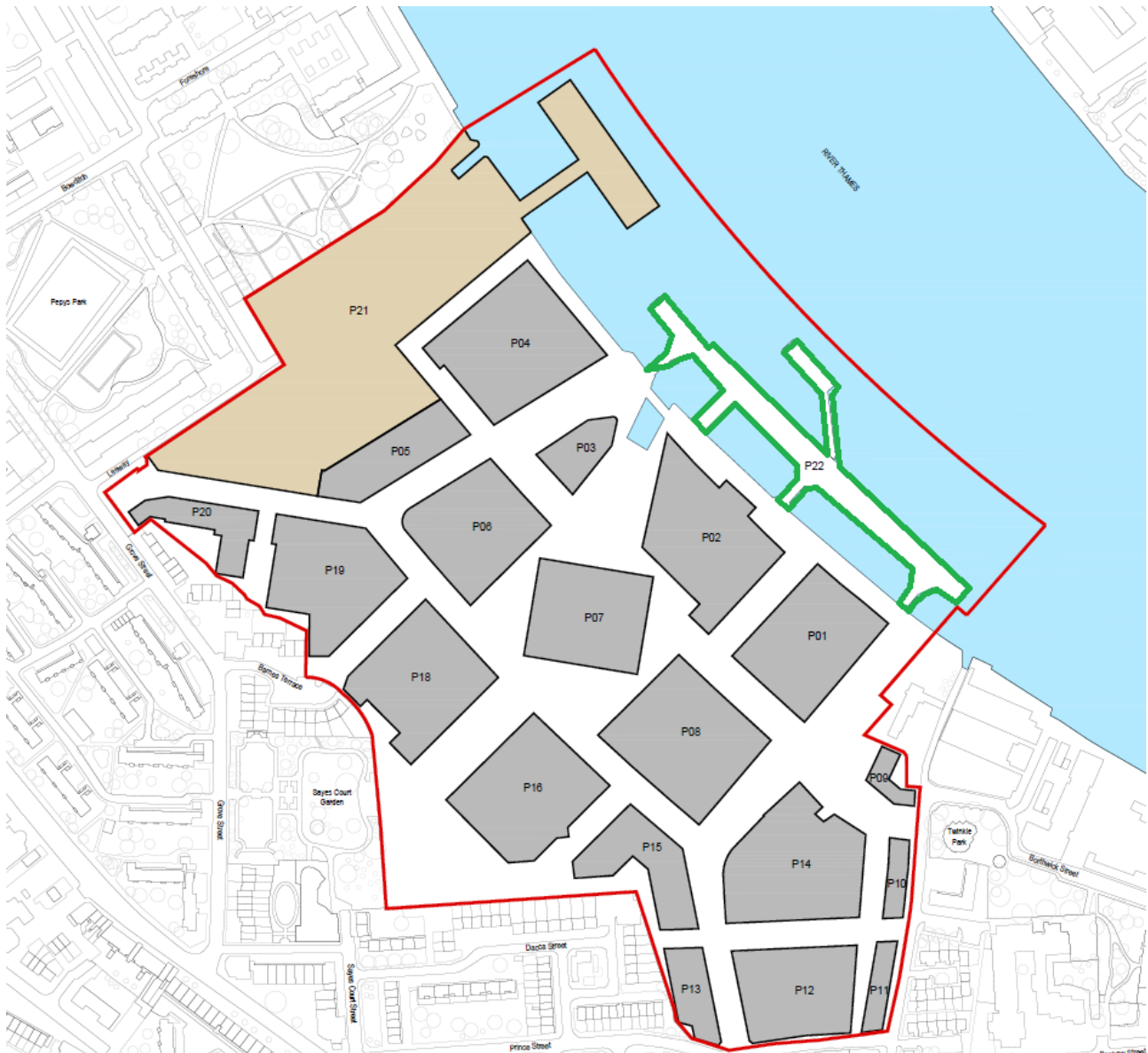


Image 2: Plot 22 (outlined in green) in relation to surrounding development plots

6.0 CONSULTATION

6.1 This section outlines the consultation carried out by the Applicant prior to submission of the application and the Council following the submission of the application, and summarises the responses received.

Applicant's Consultation

6.2 The applicant has advised that it undertook the following consultation exercise was undertaken prior to submission of the application:

- Local press notice
- A leaflet to surrounding residents
- An update to the Convoys Wharf website
- A letter to stakeholders offering them an opportunity to meet

- 6.3 The applicant held two further drop-in consultation events on Saturday 29th February 2020 and Tuesday 3rd March 2020 at the Community Action Centre at Grove Street.

Council's Application Consultation

- 6.4 The Town and Country Planning (Development Management Procedure) (England) Order 2015 does not prescribe minimum consultation requirements for applications for approval of Reserved Matters or under conditions, nor does the Council's adopted Statement of Community Involvement. However, in common with previous applications and to ensure that statutory and non-statutory consultees as well as members of the public and other interested parties were made aware of the current application, the approach to public consultation for applications for planning permission was adopted. A letter drop was carried out to 1,351 homes and businesses in the area surrounding the application site, an advert was also placed in the Local Press and seven public notices were displayed around the site.
- 6.5 Emails providing a link to the application were sent to the relevant ward Councillors.
- 6.6 The following statutory consultees and stakeholders were also consulted:
- Docklands Light Railway
 - Environment Agency
 - Greater London Authority
 - Historic England
 - Highways England
 - London Borough of Tower Hamlets
 - London Borough of Southwark
 - London City Airport
 - London Fire and Emergency Authority
 - Metropolitan Police Designing Out Crime Officer (Lewisham)
 - Museum of London
 - National Grid
 - Natural England
 - Network Rail
 - Port of London Authority
 - Royal Borough of Greenwich
 - Thames Water
 - Transport for London
- 6.7 The following local groups were consulted:
- Creekside Education Trust
 - Creekside Forum
 - Deptford Folk
 - Deptford High Street Association
 - Deptford Neighbourhood Action
 - Friends of the Earth
 - Lewisham Cyclists
 - Lewisham Street Traders Association
 - London Wildlife Trust
 - Greater London Industrial Archaeology Society
 - Greenwich Conservation Group
 - Greenwich Society
 - Naval Dockyards Society
 - Pepys Community Forum

- Royal Parks Agency
- The Victorian Society
- Voice4Deptford

6.8 The following Council services were consulted:

- Drainage and Flood Risk
- Ecological Regeneration
- Education
- Environmental Protection
- Highways
- Housing Strategy
- Parks

6.9 In addition, the application has been advertised and consulted upon pursuant to the Town and Country Planning (Development Management Procedure) Order 2010.

6.10 Following the initial consultation, the Council carried out a further reconsultation in February 2020 where another letter drop was carried out to 1,351 homes and businesses in the area surrounding the application site and an advert was also placed in the Local Press.

Written Responses received from Local Residents and Organisations

6.11 As a result of the public consultation process, 56 representations were received objecting to the proposed development, this included objections from local groups including Alliance for Childhood, Deptford Folk and Voice4Deptford. A summary of the representations is outlined in Table 2 below.

Summary of Representations Relevant to Determination of Reserved Matters Application	Officer Response (paragraph)
<i>Appearance</i>	
The building fails to take advantage of surrounding architectural design	8.13-8.121
The present proposed design which has little regard for the buildings on Deptford Strand and the Master Shipwright's House	8.13-8.121
<i>Layout</i>	
The design is such that it could lead to having a total area of 1,075 sqm, given scope to add 290 sqm by enclosing the ground floor at some future time.	Scheme would need to be built in accordance with approved plans (condition 1), subsequent changes would require permission
The public realm should be open, free to use and offer the highest level of public access.	8.55, 8.62
<i>Consultation</i>	
There has not been extensive consultation in relation to proposals for Plot 22	6.2 – 6.13
The application should not be considered until adequate consultation has taken place	6.2 – 6.13
<i>Proposed Use</i>	
The jetty would not be open to the public which is unacceptable	8.55, 8.62

The marketing suite should be located on Deptford High Street freeing the jetty for public use	Use as a marketing suite is subject to separate planning permission and does not form part of this Reserved Matters application
The design for a 2/3 storey building with private access constitutes change of use from the A3 use granted in the Outline Planning Permission of 2015 to Sui Generis. It will also require planning permission for change of use back to A3 use.	Use as a marketing suite is subject to separate planning permission and does not form part of this Reserved Matters application
During the time of use as a marketing suite the area will be private and access by appointment only. One of the promises of the developer is to provide access to the river to the people of Deptford and the public at large. It now seems we will have to wait at least another 15 years for this to happen. This is not acceptable. As the proposal is to carry out development in Phase 1, then public access to the jetty should be enabled before the end of Phase 1.	Use as a marketing suite is subject to separate planning permission and does not form part of this Reserved Matters application
<i>Transport</i>	
There is insufficient information to show the anticipated number of vehicles entering and leaving via the temporary access route on non-marketing event days	Use as a marketing suite is subject to separate planning permission and does not form part of this Reserved Matters application
The proposals for access by construction traffic is unknown	Construction is managed by planning conditions
The actual physical conditions of Watergate Street and Prince Street are not acknowledged, namely the narrowness of both streets and the present use of Prince Street as a 'rat run'	Access is no longer proposed via Watergate Street
Mitigating steps would be needed to avoid damaging protected trees	8.143
More cycle parking is required	8.165-8.165
<i>Open Space and Playspace</i>	
There should be low/no traffic routes to allow incidental play spaces	There is no vehicular access onto the Jetty
Play provision on Convoys Wharf is inadequate and there has not been sufficient investment locally to provide opportunities for play offsite. There should be appropriate provision for different age groups, including older children and teenagers within 400 metres of the development and be accessible via a safe route from children's homes. The Jetty does not provide dedicated childrens play space.	8.78-8.82
Lewisham Council should undertake audits of existing play and informal recreation provision and opportunities, and assessments of need, considering the quantity, quality and accessibility of provision. The council should also produce a strategy on play and informal recreation facilities and opportunities to address identified needs. Incidental play space should be incorporated on the development to make the space more playable. Play provision on Convoys Wharf is	8.78-8.82

inadequate and there has not been sufficient investment locally to provide opportunities for play offsite.	
There should be no access restriction on the jetty once it is made publicly accessible (i.e. for events or any other exclusive use). Managed public spaces in this development should offer the highest level of public access.	8.55, 8.64-8.67
<i>Other</i>	
The building does not incorporate sustainable and green design techniques or means to keep it cool in increasingly high summer temperatures	8.176-8.190
The developer is not fulfilling their requirements of the section 106 with regard to the Cultural Steering Group or Cultural Strategy	See Executive Summary
There are unacceptably high levels of pollution in Prince Street and Watergate Street which will considerably increase if this plan goes ahead	There is no vehicular access onto the Jetty
The developers should involve local artists, architects, local people and especially young people in working out the Cultural Strategy.	See Executive summary
The developer should provide publicly accessible toilets, seating and water fountains	The applicant states that this will be addressed in future Reserved Matters applications in appropriate locations around the site
The lighting of the jetty needs careful consideration to ensure places and spaces are appropriately lit and contribute to street safety.	8.233-8.237
TfL, LBL, Hutchinson Whampoa must secure riverboat services at the earliest possible opportunity.	Required to be delivered prior to occupation of 750 residential units
All reserved matters applications for Convoys Wharf must demonstrate the application of the Healthy Streets approach	8.167-8.172

Table 2: Summary and officer response to representations received

6.12 Given the application received 56 representations objecting to the proposed development, a Local Meeting was carried out in accordance with Lewisham's Statement of Community Involvement.

6.13 Circa 35 representees attended the Local Meeting, which was held at the Evelyn Community Centre, in close proximity to the application site, on 30th July 2019. The minutes of the local meeting are attached as Appendix 2.

Written Responses received from Statutory Agencies and Authorities

Docklands Light Railway

6.14 No response

Environment Agency

6.15 Confirmed no objection following submission of further details in relation to contaminated land

Greater London Authority

- 6.16 No response
Historic England (Designated Built Heritage Assets)
- 6.17 Responded to confirm no comments
Historic England (Greater London Archaeology Advisory Service)
- 6.18 Initially raised objection with regard to detail provided in relation to archaeological conditions, the proposed remediation strategy and the applicant's response to Condition 13 of the OPP– this is outlined in detail in assessment below. Historic England are now satisfied that the proposed development suitably addresses Condition 13 of the Outline Planning Permission and their concerns regarding the remediation strategy. The archaeological conditions have been removed from the scope of this application.
London Borough of Southwark
- 6.19 No response
London Borough of Tower Hamlets
- 6.20 No response
London City Airport
- 6.21 No response
London Fire and Emergency Authority
- 6.22 No response
Metropolitan Police Designing Out Crime Officer (Lewisham)
- 6.23 No objection subject to SBD condition
Museum of London
- 6.24 No response
National Grid
- 6.25 No response
Natural England
- 6.26 Natural England currently has no comment to make on the reserved matters pursuant to conditions.
- 6.27 Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us any further consultations regarding this development, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.
Network Rail
- 6.28 No response

Port of London Authority

- 6.29 No objection subject to the following issues being managed by condition
- The Navigational Risk Assessment (NRA) for the proposed river bus terminal and consultation with freight operators. It would be helpful to confirm that depending on the outcome of the NRA, the final position of the terminal may need to be amended.
 - Provision of Shoreside Safety Measures
 - Requirement of further assessments mentioned in the jetty structural assessment (part 2.6 of the assessment)
 - Ecology statement (Timber fenders) and lighting strategy (sensitive lighting strategy) conditions

Royal Borough of Greenwich

- 6.30 No response

Transport for London

- 6.31 TfL has reviewed the submitted documentation and in particular are satisfied that the levels of car and cycling parking being proposed are acceptable and in line with the outline consent. We have also reviewed the Jetty Structural Assessment (having previously seen the pier design information) and are satisfied. As a result, TfL have no objections to this application being granted.

Thames Water

- 6.32 Thames Water confirms they are happy for the foul water condition referenced, to be discharged based on the information submitted.
- 6.33 Thames Water confirm they are happy for the surface water condition referenced to be discharged based on the information submitted.
- 6.34 A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths, private swimming pools and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, commercial swimming pools, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 3577 9200.
- 6.35 Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.
- 6.36 Supplementary Comments: Thames Water notes the intention to connect the foul water drainage from Plot 22 into the new site wide foul drainage network.
- 6.37 TW agree to the discharge condition 20(i)(g), as the impact of the developments at Convoys Wharf site have already been modelled and the findings of the report are still valid. Due to a significant impact on the local network, the following reinforcements will be required: circa

1.5km of 355mm HPPE main along Surrey Canal Road. After the proposed network reinforcement has been implemented, a fire flow of 25l/s can be met. The developer must adhere to the conclusions and recommendations in these reports that additional reinforcements will be required for this development and work with Thames Water.

Transport for London

6.38 Confirmed no objection

Responses from Council Departments

Drainage and Flood Risk

6.39 Objection raised in relation to conditions 19 and 47 (it should be noted, however, that discharge of these conditions is not sought at this stage).

Ecological Regeneration

6.40 Please be mindful that the lighting strategy and reasoning for a dark corridor was to enable bats to travel north to south and connect with the Thames. I concede that this can be a challenge for the developer but it should not be forgotten and we should not collude with the assertion that the dark corridor is the Thames itself as has been implied in the lighting strategy.

6.41 Please can we therefore seek assurances that the design principle of a north south corridor is acknowledged and explored.

Education

6.42 No response

Environmental Protection

6.43 Confirmed no objection following submission of further detail in relation to contaminated land.

Highways

6.44 No objection subject to conditions.

Housing Strategy

6.45 No response

Parks

6.46 No response

Design and Access Panel

6.47 The Section 106 agreement requires that an independent Design and Access Panel (**DAP**) be formed, responsible for providing advice and guidance on matters relating to design and design quality and access in relation to the development.

6.48 The Section 106 requires that the membership of the DAP comprise the following 3 persons nominated by the Council and 3 persons nominated by the owner.

- 6.49 The DAP met in relation to the proposed Reserved Matters Application for Plot 22 in March 2018. Following the initial meeting, the applicant responded to comments received from the panel. The outcome of the second meeting is summarised as below.
- 6.50 The feedback from this session was largely positive. The Panel raised the following matters for the design team to considered as they progressed and completed their design.
- Is the relationship between structure and cladding entirely resolved?
 - Would it be worth emphasising the 'glazed casket' by playing down the ground floor a bit?
 - Is the cladding overly sleek for the post-industrial condition of the site?
 - Is the 'London' nature of the development compromised by over-manicured landscape?
 - Have potential Jetty uses been analysed to ensure provision of services is appropriate?
 - Have storage and public lavatory considerations been taken into account?
- 6.51 The applicant has advised as to how the design has evolved and how they have responded to the comments received by the Design and Access Panel in the Design and Access Statement submitted with this application.

7.0 POLICY CONTEXT

Introduction

- 7.1 An application for approval of reserved matters or for discharge of/approval under conditions is not an application for planning permission. Accordingly, the provisions of Section 70(2) of the Town and Country Planning Act 1990 (as amended), which sets out the considerations the local planning authority must have regard to in determining applications for planning permission, do not apply in the determination of this application for approval of reserved matters.
- 7.2 Notwithstanding the statutory provisions, there development plan for Lewisham and other policies which are relevant in assessing the current application. These are set out below.

DEVELOPMENT PLAN

- 7.3 The Development Plan comprises:
- London Plan Consolidated With Alterations Since 2011 (March 2016) (**LPP**)
 - Lewisham Core Strategy (June 2011) (**CSP**)
 - Lewisham Development Management Local Plan (November 2014) (**DMP**)
 - Lewisham Site Allocations Local Plan (June 2013) (**SALP**)
- 7.4 The London Plan has been reviewed and a new draft London Plan produced (DLP). This has been subject to public examination and an 'Intend to Publish' version subsequently issued by the Mayor of London in December 2019. This has now been reviewed by the Secretary of State and a response outlining amendments has been issued. The DLP is now with the Mayor of London to informally agree amended text with the MHCLG and Secretary of State. Although not yet part of the adopted development plan, given its advanced stage the draft New London Plan carries some weight as a material consideration in planning decisions. The relevant draft policies are discussed within the report.

NATIONAL POLICY & GUIDANCE

7.5 National policy and guidance comprises the following:

- National Planning Policy Framework 2019 (NPPF)
- National Planning Policy Guidance
- National Design Guide 2019

SUPPLEMENTARY PLANNING GUIDANCE

7.6 London Plan SPG

- Planning for Equality and Diversity in London (October 2007)
- London View Management Framework (March 2012)
- All London Green Grid (March 2012)
- Play and Informal Recreation (September 2012)
- Sustainable Design and Construction (April 2014)
- Character and Context (June 2014)
- The control of dust and emissions during construction and demolition (July 2014)
- Accessible London: Achieving an Inclusive Environment (October 2014)
- Social Infrastructure (May 2015)
- Homes for Londoners: Affordable Housing & Viability (August 2017)
- Culture & Night Time Economy (November 2017)
- Energy Assessment Guidance (October 2018)

NEIGHBOURHOOD PLAN

7.7 The application site is located within the Deptford Neighbourhood Action (DNA) (who have been recognised by Lewisham Council as a Neighbourhood Forum since February 2016) designated Neighbourhood Area. DNA are currently progressing their neighbourhood plan and Regulation 14 consultation was commenced in October 2019 – this is still ongoing. Given the early stage of the preparation of the neighbourhood plan, this does not currently carry weight in the consideration of applications.

8.0 PLANNING CONSIDERATIONS

8.1 The principle of comprehensive redevelopment of the site has been approved through the OPP. This permission approved the overall quantum of development and land use mix, the scale, height and massing of buildings, and the site layout and access as well as the detail of the new road layout. Accordingly, the issues for consideration in the determination of the current application relate only to the Reserved Matters for Plot 22 and those details required by the conditions in respect of which discharge/approval is sought.

8.2 The main issues to be considered in the determination of this reserved matters application and related scheme details are:

- Compliance with the Approved Development Parameters
- Reserved Matters
 - Layout
 - Scale
 - Appearance

- Access
- Landscaping (including playspace provision)
- Other details under Condition 20, Condition 21 and other Conditions
- Environmental Impact Assessment Consideration
- Other Matters and Response to Objections

COMPLIANCE WITH THE APPROVED DEVELOPMENT PARAMETERS

Background to Approved Parameters

- 8.3 Condition 2 on the OPP approved and requires compliance with a series of parameter plans. Document CW05A Development Specification (dated February 2014) was also approved and required to be complied with.
- 8.4 This document provides:
- a coherent framework for the regeneration of the area;
 - a clear statement of the parameters, constraints and restrictions to which the site must adhere under the terms of the OPP; and
 - a flexible framework which is capable of responding to the needs of the scheme within the boundaries of the Environmental Statement (ES).
- 8.5 There are 18 Parameter Plans, which set out the parameters within which applications for approval of Reserved Matters and other approvals under the OPP must adhere to.
- 8.6 The scope of the parameter plans is outlined below:
- Parameter Plan 01 Planning Application Boundary
 - Parameter Plan 02 Existing Site Levels
 - Parameter Plan 03 Existing Site Sections 01
 - Parameter Plan 04 Existing Site Section 02
 - Parameter Plan 05 Existing Building Heights
 - Parameter Plan 06 Key Development Plot Plan
 - Parameter Plan 07 Proposed Site Levels
 - Parameter Plan 08 Open Space
 - Parameter Plan 09 Maximum Development Basement Levels
 - Parameter Plan 10 Maximum Development Plot Parameters
 - Parameter Plan 11 Minimum Development Plot Parameters
 - Parameter Plan 12 Max/Min Development Plot Horizontal Deviation
 - Parameter Plan 13 Circulation - Main Vehicular Access
 - Parameter Plan 14 Circulation - Pedestrian Access
 - Parameter Plan 15 Circulation - Public Transport
 - Parameter Plan 16 Circulation - Cycle Routes and Cycle Stations
 - Parameter Plan 17 Circulation - Parking Areas on Street
 - Parameter Plan 18 Phasing Plan

Compliance with Development Plot Maximum Floorspace

- 8.7 The key components of Development Plot P22 are, as approved by the OPP, as follows:
- 800sqm (GEA) of river related uses; and
 - 800sqm (GEA) of restaurant and cafes (Class A3) and drinking establishments (Class A4) floorspace

- 8.8 This Reserved Matters Application proposes the construction of a three-storey building comprising 785 sqm (GEA) of floorspace on the existing jetty. This building would be used for uses falling into the permitted A3 (café/restaurant) and A4 (drinking establishments) use classes in accordance with the above parameters as to quantum.
- 8.9 A canting brow (62m) and pontoon are also proposed on Plot 22 to provide access and permit the function of the riverbus service. Only one single storey waiting area (30sqm) is proposed on the pontoon – this falls within the permitted river related uses.
- 8.10 Plot 22 also includes 5,330 sq. m of public open space, which represents 15% of the total public open space provision at Convoys Wharf and falls within the permitted parameters.

Compliance with Parameter Plans

- 8.11 As stated above, the Development Specification approved 18 parameter plans. Compliance with the approved parameter plans, where relevant, is outlined in Table 3 below.

Plan No.	Title	Compliance
01	Planning Application Boundary	Y
02	Existing Site Levels	N/A
03	Existing Site Sections 01	N/A
04	Existing Site Section 02	N/A
05	Existing Building Heights	N/A
06	Key Development Plot Plan	Y
07	Proposed Site Levels	Y
08	Open Space	Y
09	Maximum Development Basement Levels	N/A
10	Maximum Development Plot Parameters	Y
11	Minimum Development Plot Parameters	Y
12	Max/Min Development Plot Horizontal Deviation	Y
13	Circulation - Main Vehicular Access	Y
14	Circulation - Pedestrian Access	Y
15	Circulation - Public Transport	Y
16	Circulation - Cycle Routes and Cycle Stations	Y
17	Circulation - Parking Areas on Street	N/A
18	Phasing Plan (amended by DC/18/107740)	Y

Table 3: Compliance with Parameter Plans

- 8.12 As above, the proposed development for Plot 22 is in accordance with the approved parameter plans.

RESERVED MATTERS

Layout

Policy

- 8.13 Core Strategy Policy 15 (High quality design for Lewisham) sets out the general objectives and approach to securing design quality in new development across the borough and Policy 18 provides more detailed guidance on the design (as well as location) of tall buildings. In respect of Convoys Wharf itself, Strategic Site Allocation 2 sets out a number of urban design principles for the development of the site.
- 8.14 The NPPF also highlights the importance of high quality and inclusive design, and of achieving a good standard of amenity for all existing and future occupants of land and

buildings. The NPPF also notes that good design is a key aspect of sustainable development, which includes delivering a wide choice of high quality homes.

- 8.15 LPP 7.1(d) states the design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability, and accessibility of the neighbourhood.

Discussion

- 8.16 The layout of the Plot and siting of proposed building is outlined in Image 3 below:

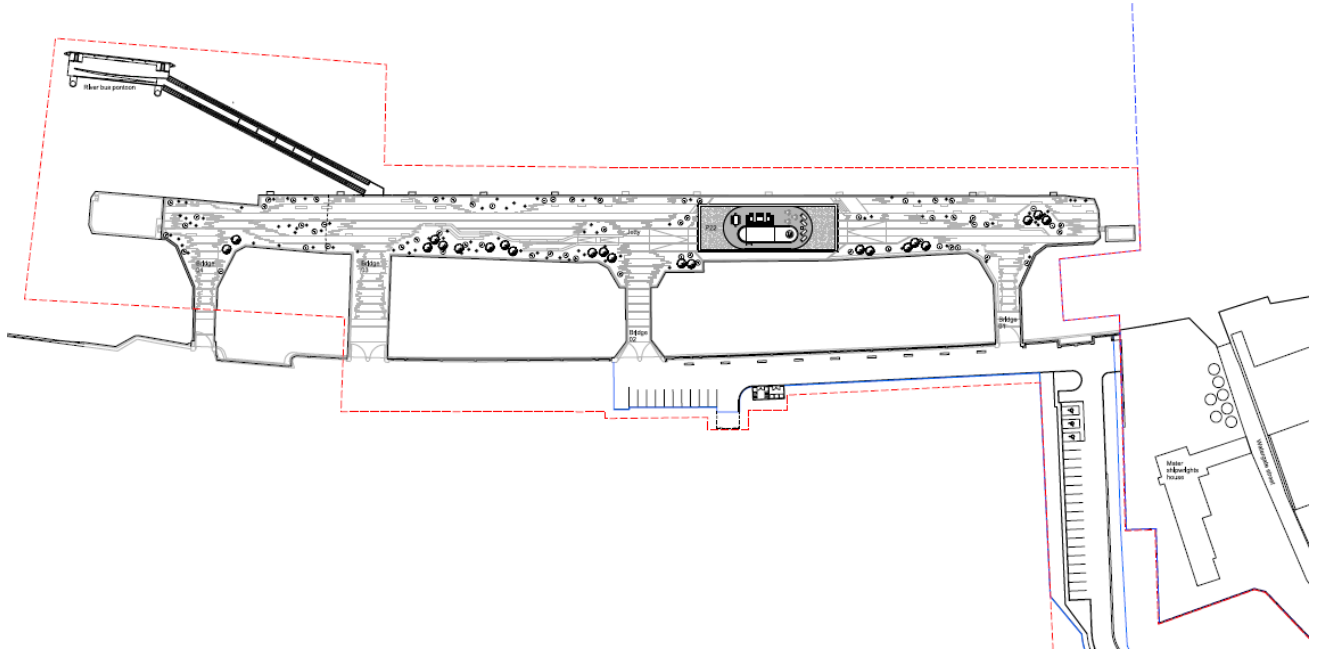


Image 3: Proposed siting and layout at Plot 22

A3/A4 Building

- 8.17 The applicant team has investigated several options for the siting of the building. An option to the northwest of the site was discounted due to the distance away from the nearest access on Watergate Street and that this location would have the greatest impact on the standard of accommodation on the residential units proposed on site.

- 8.18 The applicant states that the siting as currently proposed was selected for the following reasons;

- Good views of Greenwich and Canary wharf from the building.
- Opportunity for large park to the south east of the plot with views out to Greenwich.
- No crossover required for construction and plot access.
- Car Parking spaces can be located within 60m of entrance.
- Good connection with the future River Bus pier.
- NE end of Jetty becomes an extension of the landscaping.
- Minimal views obstructed from P01 and P02

- 8.19 Whilst some of the reasons outlined above hold little planning merit, i.e. views offered from within the restaurant, officers consider this the optimum siting of the building on the pier. This is because this location maintains a good balance of location with the riverbus connection, minimising impact on the residential units on the wider site and that the areas of landscaping surrounding the building would be most successful in this location. The larger area of landscaping to the northwest would manifest as a physical and visual continuation of the around and to the front of the Olympia building. The smaller portion of

landscaping to the southeast would maintain good links with Royal Caroline Square and would offer unique views from the public realm towards Greenwich.

- 8.20 Some concerns have been received from the public in relation to the location of the building in that it would obscure views of the Grade II* listed Master Shipwrights building to the southeast of the application site. In response, Officers consider that the proposed location would result in minimal obscuring of this building from only very oblique angles on the river and that it would not impact or alter the setting of the building. In the long term, the Jetty building would be viewed in context of Plot 01, and in the short to medium term would only be partially visible from, given the contemporary form, lightweight appearance it is not considered that there would be harm to the setting of the Master Shipwrights building.

Canting Brow and Pontoon

As with the A3/A4 building, the applicant has investigated several options for the siting and layout of the Canting Brow and Pontoon.

The proposed location was selected by the applicant for the following reasons:

- Visual link between the pontoon and Olympia Square.
- Good pedestrian route from Olympia Square to bank seat.
- Good approach from Masthouse Terrace pier for river traffic.
- Preferred location by Port of London Authority.
- Deeper draft for marine navigation

- 8.21 Officers have reviewed the rationale for the location outlined above and consider that this location is the optimal location for the canting brow and pontoon, particularly as this is the preferred option by the Port of London Authority and best option to facilitate the new riverbus service at the site which is a planning merit to which significant weight is given.

Scale

Policy

- 8.22 Planning should promote local character. The successful integration of all forms of new development with their surrounding context is an important design objective (NPPG).
- 8.23 LPP 7.4 expects development to have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. LPP 7.6 states architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape.

Discussion

- 8.24 The OPP Parameter Plans establish a variety of scales of buildings on the wider Convoys Wharf development, including low, medium and high-rise buildings that respond to the existing and emerging context of the area, including the proposed character areas.
- 8.25 The parameters for the locations and heights of the buildings are established in the OPP and cannot be reconsidered in the determination of the current application.

A3/A4 Building

- 8.26 The proposed scale is within the approved parameters and the distribution of massing ensures maximum circulation space and landscaped area at ground floor level whilst not appearing incongruous in this prominent riverfront location. The cantilevered design gives the impression of a floating first floor and an impression of weightlessness when viewed

from a distance. The proposed design is also considered an appropriate and innovative interpretation of the tripartite design required by the Design Principles of the OPP.

- 8.27 The proposed building would be glazed with a small ground floor footprint and a large cantilevered first floor which would provide the main area for the proposed A3/A4 uses. At second floor level a smaller floorspace is proposed with an outdoor seating area.
- 8.28 The building has been designed to appear lightweight and exhibits a simple sculptural form. The design intent is to give a light appearance in this prominent position on the jetty in this location where the scheme fronts the river Thames. The majority of massing would be located at first floor location with a minimal projection at second floor level protruding above this central body of mass.
- 8.29 The overall scale and design of the building proposed is considered to be of an exceptional quality and has potential to become a unique building for Deptford and the Borough on the river Thames, and as such is supported by officers.

Canting Brow and Pontoon

- 8.30 The proposed canting brow would be designed to reflect the curved (whipple) truss design of the Grade II listed Olympia building in the centre of the site. This is considered a strong visual link between the new riverbus link and the Olympia building at the centre of the site.
- 8.31 The pontoon has been designed to be simple, elegant and robust. A gently curved steel wall separates the fixed ramp section of the pontoon from the waiting area. The curved ramp functions to allocate space to the ramp where it is widest at the base and top to allow people to pass.
- 8.32 The scale of the proposed pontoon is considered appropriate for the nature and function of the future use. The design is simple and light reflecting the proposed A3/A4 building and as such is supported.

Appearance

Policy

- 8.33 In terms of architectural style, the NPPF encourages development that is sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (para 127). At para 131, the NPPF states great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area.

- 8.34 *Discussion*

A3/A4 Building

- 8.35 The proposed materials of the A3/A4 building are as follows:

Area	Proposed Material
Walls	Glazing (vertical plant screening at second floor)
Roof	Roof terrace at first floor
Soffits	Reflective glazing

Table 4: Proposed materials (A3/A4 building)

- 8.36 The proposed, largely glazed, external appearance of the building is considered to complement the simple cantilevered design providing a lightweight finish to the structure.

8.37 Image 4 below taken from the Design and Access Statement gives a computerised image of how the proposed building would appear in its context.



Image 4: View of A3/A4 building looking north from application site

8.38 The surface of the upper box at first floor level would be clad with a semi reflective, transparent glass facade. This approach would assist with creating the impression that the upper box is floating above the lower when viewed from distance.

8.39 This effect would be accentuated by the use of a semi reflective material on the soffit of the upper box which would create a luminous appearance, clearly separating the base from the floating top. This would also provide an interesting reflection of the surface of the water below.

8.40 The proposed materials are considered appropriate to the scale, nature, design and location of the building and are considered by Officers to be acceptable.

Canting Brow and Pontoon

8.41 The proposed materials of the canting brow and pontoon building are as follows:

Area	Proposed Material
Walls	Cast U channel toughened glass
Roof	Painted steel
Decking	Timber composite
Seating	Timber
Fencing	Stainless steel posts with webnet infill
Brow	Painted metal.

Table 5: Proposed materials (Canting brow and pontoon)

8.42 Image 5 below taken from the Design and Access Statement gives a computerised image of how the canting brow and pontoon would appear in its context.



Image 5: View of canting brow and pontoon with Olympia building in background

- 8.43 Robust materials have been chosen to be able to withstand the harsh saline conditions of the river. These are considered to provide an acceptable balance between providing a high quality finish as well as a functional and durable materiality given the river use.
- 8.44 The proposed painted metal finish of the canting brow when considered with the design proposed reflective of the Olympia building provides an acceptable external appearance.

Access

Policy

- 8.45 The NPPF requires safe and suitable access for all users. Paragraph 108 states that in assessing applications for development it should be ensured that appropriate opportunities to promote sustainable transport modes can – or have been taken up and that amongst other things safe and suitable access to the site can be achieved for all users.
- 8.46 CSP 14 states, amongst other things, that the access and safety of pedestrians and cyclists will be promoted and prioritised; that a restrained approach to parking provision will be adopted; and that car-free status for new development can only be assured where on-street parking is managed so as to prevent parking demand being displaced from the development onto the street.

Discussion

Pedestrian, Cycle and Vehicular Access

- 8.47 Improving pedestrian access and permeability within, to and from the Site is a key objective of the OPP. The approved Design Guidelines sets out key design commitments and framework principles relating to movement. It was developed in response to local pedestrian movement patterns and an aspiration to reconnect the district with a series of routes that integrate with the wider context and break down the barriers of the former Convoys Wharf site.
- 8.48 The application as originally submitted proposed access through an opening in the Grade II listed wall on the application site boundary on Watergate Street. Following consultation with Historic England, Officers requested that this be amended to avoid demolition of a listed structure to create a temporary access.

- 8.49 The amended plans propose to use the existing access at the top of New King Street and the spine road on site, plus an additional section of road to link to Plot 22. The amended plans are shown on Image 6 below. During the construction and a pedestrian and vehicular gate would be located just north of the location of Plot 22 to control access to the plot. Pedestrian access to the jetty itself would be provided from the two eastern most access bridges during the construction phase.
- 8.50 Temporary pedestrian and vehicular access would both be provided along the route outlined below.

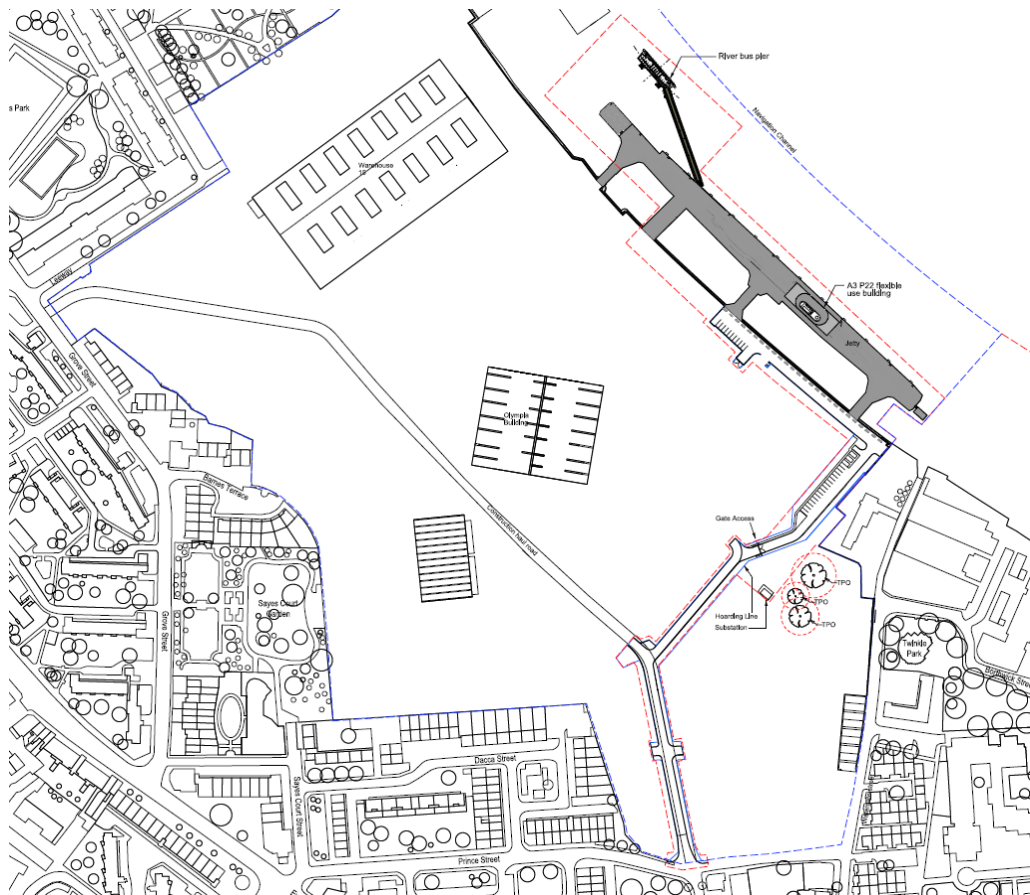


Image 6: Revised access to Plot 22

- 8.51 The revised access is not considered to cause harm to heritage assets (as discussed below) and is thus acceptable in that regard.
- 8.52 The Council's Highway officer has reviewed the revised access and concluded that the proposals are acceptable, subject to the works being completed prior to occupation and it is proposed that a condition be imposed on the access Reserved Matter approval accordingly, which prevents occupation until the works are completed.
- 8.53 The swept path analysis drawings submitted within the Transport Statement confirm waiting restrictions will be required between Evelyn Street and the temporary priority junction on Prince Street to enable service vehicle access to the site. Details of these arrangements would also be required as part of the highways agreement as above. Furthermore, following comments from the Highway's Officer, details of security measures such as gates during construction and CCTV were also provided. Subject to these details, the Council's Highway Officer was satisfied the proposal would not have an unreasonable impact on the local highway network.
- 8.54 Given the above, and the temporary nature of the proposed access, the arrangement is considered to be safe and convenient and in accordance with the aims and objectives of

the OPP. Officers have reviewed the footpath widths and public realm generally, and are satisfied that whilst constrained by the OPP parameters, that these would be sufficient to permit movement around the development site whilst respecting current social distancing guidelines.

8.55 Whilst the jetty will ultimately be a truly publicly accessible space as required by the OPP, as indicated above it is proposed that during construction, the plot will not be readily accessible for both safety and security reasons. During this period access to the jetty would be managed by the applicant for construction purposes.

8.56 Details for permanent public access to the jetty will be forthcoming with future plots to be delivered adjacent to Plot 22 and elsewhere in Phase 1 of the OPP.

Surface Treatments

8.57 A mixture of permanent and temporary surface treatments would be provided.

8.58 The proposed permanent surface treatments are outlined in Table 6 below.

Area	Proposed Material
On-street parking bays	Marshalls Myriad Block Paving
Pedestrian footways	Marshalls Conservation Flag Paving (granite)
Tactile paving	Marshalls tactile paving
Vehicular and cycle carriageway	<ol style="list-style-type: none"> 1. Vehicle grade asphalt to spine road 2. Marshalls Myriad paving to 'Royal Caroline Square' and 'Olympia Way North'

Table 6: Proposed materials

8.59 The proposed permanent surface treatments have been reviewed by officers and are considered to be of a high quality and sufficiently durable and fit for purpose. As such, no objections are raised in this regard. For continuity and achieving a high standard overall design quality, it is expected that these high quality materials are carried through to other plots of the development as future Reserved Matters Applications come forward.

Landscaping

Outline Consent Background

8.60 This area of landscaping has been defined as the OPP and the approved Development Specification as "Public Accessible Open Space" as outlined by Image 7 below.



Image 7: Areas of public open space at and surrounding P22

Hard and Soft Landscaping

Policy

- 8.61 LPP 7.5 relates to public realm and expects public spaces to among other things be secure, accessible, inclusive, connected, incorporate the highest quality design and landscaping.

Discussion

- 8.62 Given the early stage of the plot delivery in the context of the Outline Planning Permission, only the works delivered on the jetty will be permanent. The temporary (orange) and permanent (blue) works are outlined on Image 8 below. The temporary route does not conflict with the parameter plans, but is in a position of public open space, once Plot 01 is constructed with its access route, the temporary route would be removed and then landscaped as public open space:

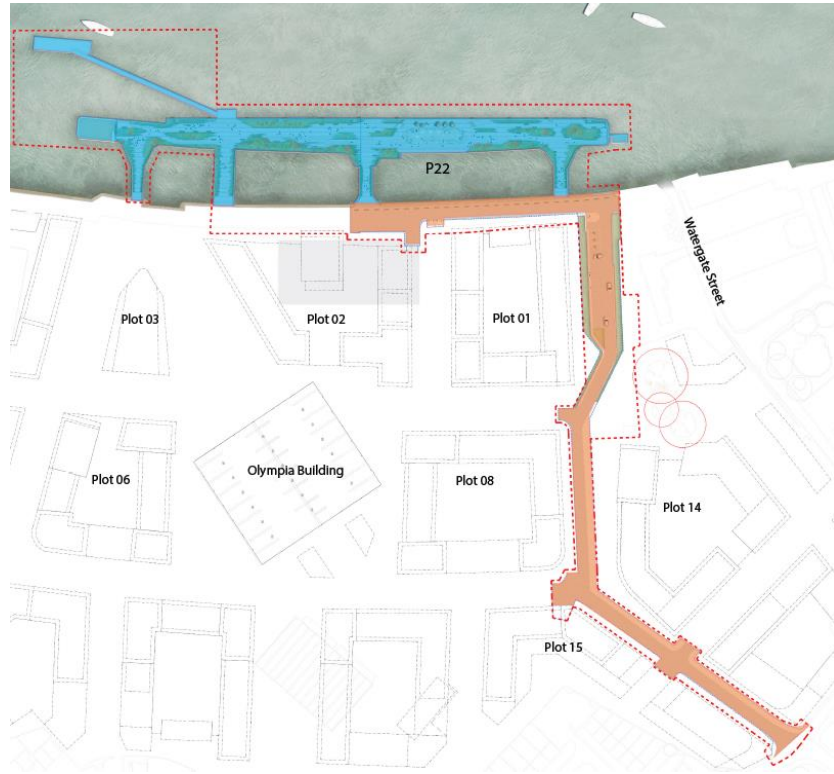


Image 8: Temporary and Permanent Landscaping to P22

8.63 The proposed permanent landscaping for Plot 22 as sought in this application would be delivered across three separate phases as below:

1. Landscaping for temporary marketing suite use
2. Landscaping for temporary marketing suite use and riverbus connection
3. Fully complete

8.64 This phasing is outlined in Image 9 below:

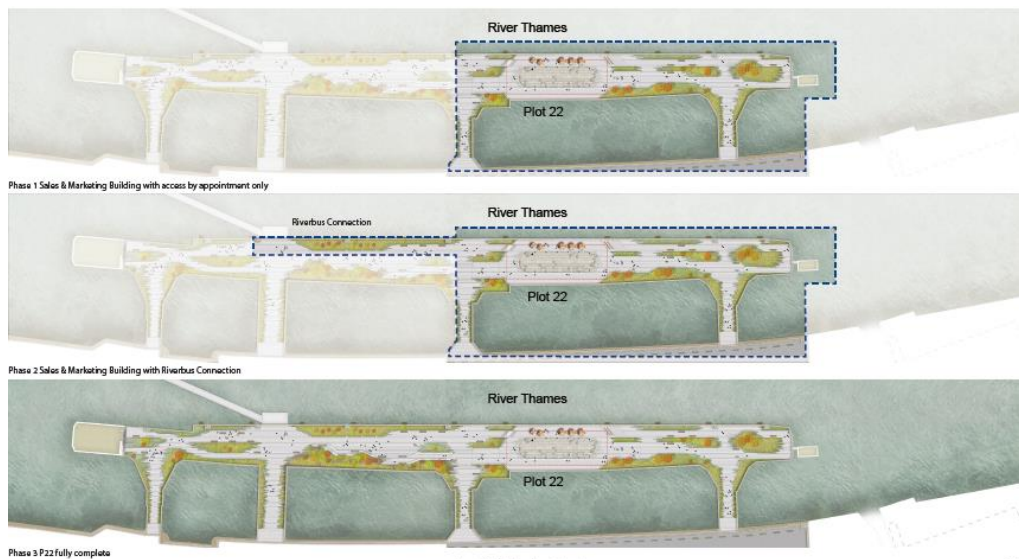


Image 9: Phasing for landscaping provision

8.65 The jetty landscape is designed to function as a place of exploration and discovery as well as providing access to restaurant/ bar use and temporary marketing suite (subject to

separate planning permission). The jetty offers areas of hard and soft landscape to walk through, spaces to sit, and places to enjoy views across the River Thames to the immediate context as well as Greenwich and Canary Wharf.

8.66 The programme for uses and landscaping of Plot 22 is outlined in Image 10 below:

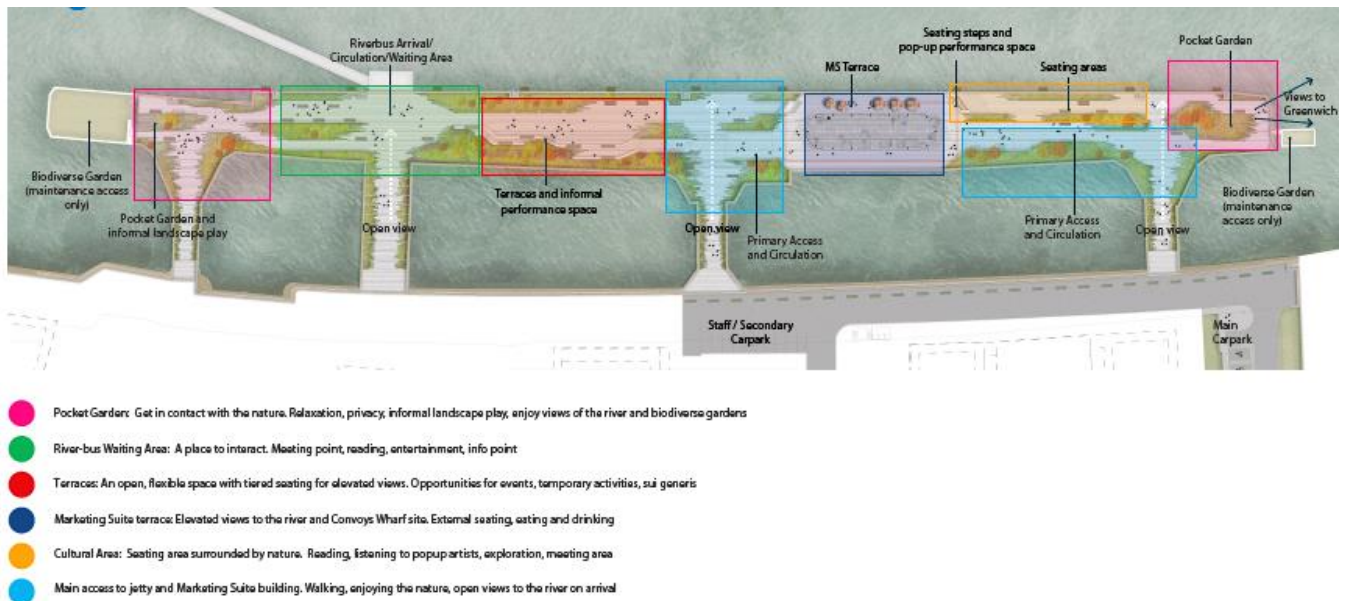


Image 10: Programme of uses and landscaping

8.67 The design team have outlined that overall intention for the jetty public realm is to create uniformity through the design language and palette which supports and reinforces the concept and character of the landscape. Combinations of steel, concrete, granite natural stone, high quality concrete paving and timber create a new character for the jetty which interpret its history while using refined material of a quality suited to the changing nature and context of the site.

8.68 Proposed surface materials consist of high quality concrete pavers with a natural aggregate finish. Long, linear units are proposed, running parallel to the length of the jetty. Paving will be a combination of natural stone paving strips and granite kerbs with different finishes to emphasise the linear geometry of the jetty landscape. The drainage system of the new jetty will consist in a permeable sub-base with permeable paving, using drain joints fin drains and sand joints. Paving build-up will be laid on a drainage mat infilled with mineral drain.

8.69 Seating will be both free standing and incorporated into the terraces promoting sociable layouts for meeting. Additionally, Seating will be industrial block timber seating and timber cladding to raised terraces, with a proportion of the seats incorporating backrests and armrests.

8.70 The soft landscape planting will have a significant role in defining the character of the jetty. The presence of greenery along the industrial fabric reinforces the opportunity to find places of relief and interest offering vibrant, colour and character to the site which invites people to stay and interact.

8.71 The design team have outlined the following key considerations for the selection of species for the site are to select plants that are suited to the overall geographic location and ensure that they thrive in the long term.

- Visual character
- Climatic conditions
- Future climatic conditions

- Sustainability
- Biodiversity
- Maintenance
- Industrial character

- 8.72 In order to maximise year-round enjoyment of the site the soft landscape design has been designed to provide the greatest amount of seasonal interest. Species have been selected to offer as long season of floral interest as possible. In addition to flowers, foliage colour can play an important role in extending seasonal interest into the autumn, enhancing the sense of seasonal interest into the autumn, enhancing the sense of seasonal change.
- 8.73 Species which have been selected for the jetty landscape are required to be drought tolerant and hardy in order to survive under the circumstances presented by the River Thames. High winds and cold temperatures during the Winter months combined with a relatively open and sunny aspect during the Summer months will mean that planting will need to survive and thrive under a number of conditions.
- 8.74 In order to protect the existing habitats on the site and maximise the ecological benefits of the proposed development, a palette of trees and plants may be incorporated onto the landscape proposal alongside species of value to pollinators that will act to enhance the ecological value of the landscape. The overall mosaic of habitats created (including trees, grasses and biodiverse roofs) will provide habitat value to both birds and bats.
- 8.75 With regard to railing around the perimeter of the plot, a balustrade with metal net infill has been proposed. Details have not been provided at this stage. The details along with more specific details are secured by Condition 42 of the OPP and are required to be approved prior to commencement.
- 8.76 With regard to levels, the OPP requires that the scheme establish a river defence height of +5.7m AOD as well as demonstrating that this can be raised to +6.2m AOD in order to meet future flood risk requirements. As such, the level across the jetty would be +5.7m AOD raising to +6.2m in the location of the proposed building, in order to futureproof the development with regard to flood risk.
- 8.77 Overall, the proposed programme of uses, design, materiality and species selection of the landscaping is considered to be of a high quality and in accordance with the Outline Planning Permission.

Playspace Provision

- 8.78 With regard to playspace provision, the strategy for the provision of such is described in the OPP. The following table from the applicant's Outline Planning submission indicates the approach to provision of playspace.

Age Group	No of Children	Area Required	On-Site Provision	On site Area Provided	Off-Site Provision	Off-Site Area	Total	Over Capacity				
<5	256 (57%)	2583 m ²	<table border="1"> <tr> <td>Semi-private Courtyards 14,540m²</td> <td rowspan="2">Neighbourhood Playable Space/ NEAPS 1,800 m²</td> </tr> <tr> <td>Doorstep Play 1,200 m²</td> </tr> </table>	Semi-private Courtyards 14,540m ²	Neighbourhood Playable Space/ NEAPS 1,800 m ²	Doorstep Play 1,200 m ²	16,766 m ²	<table border="1"> <tr> <td>Neighbourhood Playable Space/ NEAPS 29372 m²</td> </tr> </table>	Neighbourhood Playable Space/ NEAPS 29372 m ²	0 m ²	16,766 m ²	+14,183 m ²
Semi-private Courtyards 14,540m ²	Neighbourhood Playable Space/ NEAPS 1,800 m ²											
Doorstep Play 1,200 m ²												
Neighbourhood Playable Space/ NEAPS 29372 m ²												
5 to 11	116 (26%)	1158 m ²	Local Playable Space / LEAPS 300m ²	768 m ²	Local Playable Space / LEAPS 450m ²	8,075 m ²	8,843 m ²	+7,685m ²				
12+	73 (17%)	713 m ²	Youth Space 0m ²	0m ²	Youth Space 665m ²	5,558 m ²	5,558 m ²	+4,845m ²				
TOTAL	445	4453 m²		17,534 m²		13,633 m²	31,167 m²	+26,714m²				

Image 11: Outline Planning Permission playspace calculations

- 8.79 The approach accepted at OPP stage was that playspace for below 5 year olds and 5 to 11 year olds would be provided for (in excess) on site with provision for 12 plus year olds provided on existing facilities off-site.
- 8.80 The Council is currently producing a revised Open Space Strategy which would supersede the existing 2012-2017 Open Space Strategy. The amended Open Space Strategy will form part of the evidence base for the emerging new Local Plan. It is acknowledged that the Evelyn Ward in particular will experience a considerable increase in population over the lifecycle of the new Local Plan due to the number of strategic and smaller sites within the ward. The Evelyn Ward has proportionally more open space than other parts of the borough but like the majority of other wards has limited opportunity for the expansion of existing open spaces and creation of new. The Open Space Strategy will seek to strategise as to how existing open space can be improved in light of the apparent population increase anticipated in the ward.
- 8.81 Plot 22 does not propose any residential floor space thus does not provide playspace specific to a particular residential use. Similarly, the strategy for the provision of playspace as approved by the OPP did not envisage specific playspace provision on Plot 22. Nonetheless, the proposed landscaping for Plot 22 does provide areas of informal landscape play as outlined in Image 10.
- 8.82 The proposed approach to playspace provision is considered acceptable and in accordance with the parameters and principles of the OPP.

Heritage Assets

Background

- 8.83 Deptford in general and the application site in particular have a long history of maritime heritage. The site includes many areas of known archaeology and in-filled docks and basins and a Scheduled Ancient Monument. There is also the Grade II listed building – the Olympia Warehouse and the Grade II listed entrance gate and part of the perimeter wall. Adjoining the site to the south east is the listed Shipwrights Palace. The archaeology places restrictions on the building format and thus necessitates the use of extensive podium levels approved at Outline Planning Application stage.
- 8.84 With this wealth of historic maritime connections, some of them relating to the Royal Family and explorers such as Drake and Raleigh, the site has been recognised as having opportunity for the creation of a distinctive place/series of places. The OPP stated that this should be brought about in a meaningful way at the detailed stages of any future planning permission.
- 8.85 The Convoys Wharf Site is not within a Conservation Area, nor in close proximity to one. The closest is the Deptford High Street and St. Paul's Conservation Area that sits at circa 150m and 200m from the Site boundary respectively.
- 8.86 The Greater London Historic Environment Record (GLHER), records heritage assets found within this 0.25km search radius; these are illustrated in table 7 below. Listed heritage assets within this area that may be affected by the Proposed Development are detailed in the table below:

Listed Structures	Grade
Former Master Shipwright's House	II*
Former Office Building of Royal Dockyard	II*
Olympia Building	II
Boundary Wall to Convoys Wharf	II
Paynes Wharf	II

River Wall	II
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Table 7: Designated heritage assets within 0.25km from site

- 8.87 The Olympia Building (Grade II Listed) is immediately adjacent to Plot 8 on its north side. The Olympia building is one of only 7 such structures to survive nationally. It was built in 1844-46 to cover slips 2 & 3, and was altered with wrought iron tied arch roofs between 1880 and 1913, with the roof profile altered from pitched to arched. It is the only above ground building on site remaining from the Dockyard period and its central position in the site underpins its importance in revealing the history of the Dockyard. Its connection with the river is at the heart of its significance, but its roof profile and internal structure when seen from several viewpoints will also be of significance in revealing the history of the site.
- 8.88 Further to the above, the Scheduled Monument, that is the Tudor Naval Storehouse, is located to the north of the plot within the development site; however, it has been excavated and preserved in-situ and is therefore not visible above ground.

Conservation Areas and Listed Buildings/Structures

Background

- 8.89 Lengthy consideration was given to heritage issues at the OPP stage. When granting the OPP, the Mayor considered the development would appropriately ensure the preservation of existing archaeology at the site, the significance of the Olympia building (Grade II) and Master Shipwrights House and Dockyard Office (Grade II*) and would enhance the settings of these Listed Buildings. The proposal would not cause harm to the setting or significance of the other Listed Buildings at the site, or in the surrounding townscape and would also preserve the character of Deptford High Street, West Greenwich and Greenwich Park Conservation Areas

Policy

- 8.90 Relevant paragraphs of Chapter 16 of the NPPF set out how LPAs should approach determining applications that affect heritage assets. LPAs are required to identify and assess the significance of a designated heritage asset. When considering the impact of proposals on designated heritage assets great weight is to be given to the asset's conservation and any harm to or loss of the significance of such assets requires clear and convincing justification. Thus, the provisions of the NPPF import a requirement to identify whether there is any harm to designated heritage assets and if so to assess the impact of such harm. The details submitted to discharge this Condition in respect of Plot 22 are considered below at paragraph 8.219 to 8.223.
- 8.91 LPP 7.8 states that development should among other things conserve and incorporate heritage assets where appropriate. Where it would affect heritage assets, development should be sympathetic to their form, scale, materials and architectural details. DLPP HC1 reflects adopted policy.
- 8.92 CSP 16 ensures the value and significance of the borough's heritage assets are among things enhanced and conserved in line with national and regional policy.
- 8.93 DMP 36 echoes national and regional policy and summarises the steps the borough will take to manage changes to Conservation Areas, Listed Buildings, Scheduled Ancient Monuments and Registered Parks and Gardens so that their value and significance as designated heritage assets is maintained and enhanced.

Discussion

- 8.94 Plot 22 comprises the existing jetty, along with a temporary access route from Prince Street at the northern end of New King Street. The jetty is in the setting of the grade II listed river wall, and has four connecting bridges, which connect to the upper levels of the river wall. It dates to early C19, incorporates work by John Rennie dating from 1815-16 and by George Ledwell Taylor of c1830. Unspecified sections are known to have been rebuilt in the early 1840s. Later rebuilding and repairs at upper levels. The concrete upper section, added in the C20 as a flood defence measure, is not of special interest.
- 8.95 As above, the Convoys Wharf Site is not within a Conservation Area, nor in close proximity to one. The closest is the Deptford High Street and St. Paul's Conservation Area, that sits at circa 150m and 200m from the Site respectively and there is no intervisibility between the proposed building and this Conservation Area.
- 8.96 Given the scale of the proposal at Plot 22, the distance, and the fact that there will be no inter-visibility between the Plot and the nearest conservation areas, it is considered that the proposals would result in no harm to these heritage assets.
- 8.97 In relation to the River Wall, Olympia Building and the Former Master Shipwrights house, comments appear below. In regard to the other listed structures as outlined in Table 7 above, it is also considered that given the distances between such and the proposed building and lack of inter-visibility, there would be no harm to these assets. Furthermore, it is noted that the proposed scale and massing of the building is within the parameters as defined and approved by the OPP.
- 8.98 With regard to the river wall, there is not considered to be any harm presented by the proposals. The applicant has not yet provided full details of utilities and if these would have an impact or require any alterations to the river wall. Any such works would require Listed Building Consent and as such the applicant would be required to provide details of any alterations to the wall at this stage.
- 8.99 With regard to the Olympia Building, once the rest of the site has been built out as per the OPP, there will not be any inter-visibility between the new building on the jetty and the Olympia building and it is not considered that this building will cause any harm to it. There will be some inter-visibility between the proposed pontoon and canting brow, which will be of benefit in terms of affording people new views of this historic structure from the river, and due to the low level of these new elements and their functional nature it is not considered that they will cause harm to the setting of the Olympia building.
- 8.100 With regard to the Master Shipwrights House, there will be some inter-visibility between the house and the proposed building on the jetty, and the two will be seen together in views from the river and the northern bank of the Thames. As the rest of the site is built out the proposed building on the jetty will be read in front of Plot 01, and will not obscure views of the Master Shipwrights House or, in most views, of the new park that will form the houses new setting. In the context of the scale of development that has been granted, OPP, the proposed building at Plot 22 will appear modest, and will not harm the setting of the Master Shipwrights House.
- 8.101 Further to the above, Historic England (Designated Built Heritage Assets) have been consulted on this RMA and stated they did not wish to provide any comments in relation to the proposed development at Plot 22.
- 8.102 It considered that the proposed scheme is acceptable with regard to with regard to Impact on Conservation Areas and Listed Structures.

Archaeology

- 8.103 The majority of archaeological interest on site is fragile (with the exception of robust stones to the dock entrances which would be revealed where possible and the Sayes Court manor

house foundations). As such, the approach taken to the management of such generally, as outlined in the OPP, has been to preserve the remains in situ. The scheme was found acceptable at OPP stage with regard to archaeology, subject to the following pre-commencement conditions. The full wording of each condition is detailed in the Outline Planning Permission decision notice in Appendix 1.

- Condition 34 (Scheme of Archaeological Management)
- Condition 35 (Programme of Archaeological work)
- Condition 36 (Programme of Archaeological Recording – Historic Buildings)
- Condition 37 (Details of Development below Ground Level)
- Condition 38 (Design and method statement for foundation design and ground works)
- Condition 39 (Demarcation and safeguarding of archaeological remains)

8.104 The current application as originally submitted sought the discharge of these conditions. Following consultation with Historic England, however, it was concluded that there was insufficient detail within the submission to permit discharge. As such, approval under these conditions has now been removed from the scope of the application. It should be noted that this suite of conditions must all be discharged prior to commencement of works on this plot.

Influence of Heritage Assets upon Proposed Design

8.105 Condition 13 requires each Reserved Matters application to be accompanied by a Heritage Statement demonstrating how the design (including but not limited to layout, public realm, architectural treatment and materials) has been informed by heritage assets, both above and below ground. In this regard, the following documents are relevant.

- Design Guidelines; reference CW04
- Heritage statement (plot specific)
- Heritage Statement (site wide) (April 2013); reference CW014

8.106 The OPP was accompanied by a site wide Heritage Statement which outlined the following:

“Convoys Wharf site exhibits a high level of historic significance, but relatively few historic features survive. The overall aims have been to preserve the significance of the surviving elements of the site’s heritage, and to allow the heritage to inform the character of the new development and so to contribute to the overall success of the place. In terms of the built structures, this approach leads to stabilising, restoring and adapting the elements to a new use and providing a new setting for them.”

8.107 In reference to the unique and high levels of historic significance of the development site, and the approach outlined by the Heritage Statement above; Condition 13 was imposed.

8.108 The initial submission included a Heritage Statement in respect of Condition 13. The statement did not, however, include any reference to below ground heritage assets. It was therefore considered inadequate for the purpose of Condition 13 as it did not adequately demonstrate how the proposed design had been informed to by the site’s heritage assets. The applicant was advised to review the scheme accordingly.

8.109 Subsequently the applicant entered into a process of amending the scheme to better reflect the heritage assets and history of the site. This process involved a series of meetings with the planning department including Conservation, and Historic England (Greater London Archaeology Advisory Service).

8.110 During this process, it was agreed that the applicant should produce a Site Wide Heritage Design document. The purpose of this document is to serve as a guide for all design team

professionals (subject to public consultation) involved in the scheme, advising how, why and where design should reference the heritage and history of the site.

- 8.111 An initial draft of this document was submitted to the Council and Historic England in December 2019 and provided an initial structure and framework as to how the site's history and heritage could be reflected through design. It is envisaged that this be a 'living document' that continues to evolve and adapt through continued development in coordination with the local community.
- 8.112 The initial Site Wide Heritage Design document sought to divide the site into seven separate character areas, each reflecting a unique chapter and era in the site's extensive history. The character areas are outlined in Image 12 below:



Image 12: Character areas as identified by the Site Wide Heritage Design document

- 8.113 The Jetty structure that represents Plot 22 comprises of a flat concrete loading and off-loading jetty structure, which sits within the River Thames with four link bridges connecting to the Convoys Wharf development site.
- 8.114 The character of this linear narrow site sits firmly within the 20th century post-industrial era, and as such there is minimal opportunity for this plot to directly reflect the below ground heritage assets at this area of the site. Rather, the 20th century post-industrial nature of the structure has been taken as the starting point for reflection of the heritage of the site through design, largely through the proposed landscaping.

- 8.115 The jetty at Convoys Wharf was originally built to provide a means of loading and unloading cargo being transported via the River Thames, and featured cranes on tracks, which were able to move along the jetty. This historic east-west flow of river traffic and goods is referenced in the design for the jetty landscape, which features a clear, underlying linear grain as an ordering geometry for the landscape.
- 8.116 As existing, the surface of the structure features large asphalt paved areas, devoid of the interest and activity that previously took place on this plot. The landscape architects have acknowledged that the only glimpse of life and activity on the structure appears at the movement joints within the surface, where nature has managed to take a foothold and various types of colonising plants and weeds are seen growing through the cracks in the jetty.
- 8.117 This notion of a landscape breaking through and colonising the linear, hard landscape that surrounds it has been employed as a conceptual reference point for the development of the landscape character on the jetty. It has been explored at a number of scales, ranging from the macro scale of the jetty to the detail of hard and soft materials and the subsequent formation of spaces on the structure.
- 8.118 In addition to reflection of the heritage of the site through landscaping as above, the proposed canting brow would be designed to reflect the curved (whipple) truss design of the Grade II listed Olympia building in the centre of the site. This is considered a strong visual link between the new riverbus link and the Olympia building at the centre of the site.
- 8.119 With reference to the proposed A3/A4 building, the design team have considered that the relatively modern nature of the structure at Plot 22 and the physical disconnection from the remainder of the site suggest that a more modern building reflective of this nature should be considered here. This is considered a rational and logical approach to designing the building permitted on this plot.
- 8.120 The design responses to heritage have been reviewed by Historic England and the Council's Design and Conservation Officers who are supportive of the responses proposed. The proposed design features as outlined above would be secured by condition 42 of the OPP which requires details of the proposed publicly open space and landscaping. This condition would ensure that these are delivered.
- 8.121 The current details are considered sufficient to address the requirements of Condition 13 with regard to the influence of heritage in the design of Plot 22.

Other details for approval under Condition 20

Mitigation of Potential Overlooking - 20(i)(d)

Policy

- 8.122 NPPF para 127 sets an expectation that new development will be designed to create places that amongst other things have a 'high standard' of amenity for existing and future users.

Discussion

- 8.123 The main portion of the proposed A3/A4 building would be located at first floor level with a viewing deck located above at second floor level. Both levels would offer users 360 degree views from the proposed building, however, the building would be located at least 40m at the closest point from the nearest residential dwellings on the application site.
- 8.124 This separation distance is considered to adequate to ensure that there would not be any unreasonable overlooking of future and existing residential units.

Impact Study of Existing Water Supply - 20(i)(g)

- 8.125 Thames Water have been consulted and have no objection to the proposed development with regard to the impact on existing water supply.

Details for approval under Condition 21

Infrastructure (including roads, plant and equipment) - 21(i)(a)

- 8.126 With regard to road and footway infrastructure, these have been discussed in the section on access above.
- 8.127 With regard to plant and other equipment for Plot 22, a ventilation statement has been provided in relation to the A3/A4 use. This indicates how ventilation would be accommodated and is considered acceptable. Any future proposed external ventilation equipment or otherwise would require planning permission in their own right.
- 8.128 With regard to plant and other equipment for Plot 22, no details have been submitted at this stage and as such, the proposals would be partially compliant with regard to 21(a)
- 8.129 In terms of fixed plant, the noise from any such plant is controlled by Condition 26 (fixed plant) of the OPP. This requires fixed plant to be 5 dB below the existing background level at any time. Condition 26 further requires that a scheme demonstrating compliance with these requirements is submitted and approved prior to commencement in the plot.
- 8.130 A Noise Assessment has been submitted in relation to plant proposed (air handling unit, extracts and chiller units) to the roof of the restaurant building at Plot 22. This indicated that screening would be required; however further details have yet to be provided.

Foul Water and Surface Water Drainage - 21(i)(b)

Policy

- 8.131 The NPPF at para 165 expects major development to incorporate sustainable urban drainage systems (SUDS) unless there is clear evidence it is inappropriate.
- 8.132 LPP 5.13 requires SUDS unless there are practical reasons for not doing so. In addition, development should aim to achieve greenfield run-off rates and ensure surface water is managed in accordance with the policy's drainage hierarchy.
- 8.133 DLPP SI13 expects development to achieve greenfield run-off rates in accordance with the sustainable drainage hierarchy.
- 8.134 CSP 10 requires applicants demonstrate that the most sustainable urban drainage system that is reasonably practical is incorporated to reduce flood risk, improve water quality and achieve amenity and habitat benefits.

Discussion

- 8.135 The proposed development should demonstrate that the proposed form of drainage has regard to the SuDs policies as above and industry best practice.
- 8.136 Foul Water and Surface Water Drainage on the development site are regulated by Conditions 19 "Drainage and Flood Risk" and 47 "Surface Water Control Measures" of the OPP.

8.137 The EA have reviewed the proposed foul water and surface water drainage documents and have raised no objection with regard to the proposals and have recommended the partial discharge of condition 19 in relation to Plot 22.

8.138 The Lead Local Flood Risk Authority (LLFRA) have also been consulted. LLFRA initially requested further details as follows:

- Full microdrainage calculation
- Full drainage strategy drawing for P22
- Information in relation to maintenance responsibilities
- Confirmation from EA required regarding acceptability of pumping
- Further information required on the sewer connection to Watergate Street

8.139 These details are required by conditions 19 and 47 and will be required to be fully discharged prior to commencement of work on Plot 22.

8.140 Given the above, the submission is acceptable with regard to condition 21(i)(b). Further details will need to be submitted and approved as required by conditions 19 and 47 prior to commencement.

Jetty, dry dock or temporary wharf structure required for construction purposes including any works within the river - 21(i)(c)

8.141 Whilst P22 is located within the river, the applicant does not propose any works covered by this condition.

Removal of Trees - 21(i)(d)

8.142 Core Strategy Policy 12 (Open Space and Environmental Assets) recognises the importance of trees and details the arboricultural considerations required during the planning process. It states that the Council's targets to conserve nature and green the public realm will be achieved by "protecting trees, including street trees, and preventing the loss of trees of amenity value, and replacing trees where loss does occur".

8.143 No trees are proposed for removal as part of the Plot 22 proposals.

21(i)(e) – Remediation

Policy

8.144 The NPPF states at para 170 that planning decisions should contribute to an enhance the natural environment by, among other things, preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil pollution and that development should wherever possible help to improve local environmental conditions by remediating and mitigating contaminated land, where appropriate (para 170).

8.145 Further, the NPPF at para 178 and NPPG states decisions should ensure a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination and that after remediation, land should not be capable of being determined as "contaminated land" under Part 2A of the Environmental Protection Act 1990.

8.146 LPP 5.21 reflects national policy, whilst DM Policy 28 advises the Council will use appropriate measures to ensure that contaminated land is fully investigated.

Discussion

- 8.147 Contaminated land and remediation of each plot is further controlled by Condition 45 of the OPP which requires inter alia, the following details prior to commencement of development of each plot:
- a) Desktop study and site assessment
 - b) Site investigation report
 - c) Remediation scheme
- 8.148 The Environment Agency have reviewed the documentation provided with regard to contaminated land and have no objection in this regard.
- 8.149 The Council's Environmental Protection Officer reviewed the initial submitted documents, which originally included only a site wide remediation strategy. Following discussions with the applicant, a plot specific Desktop Study and Site Assessment, Site Investigation Report and Remediation Scheme were submitted.
- 8.150 The amended documents were reviewed by the Council's Environmental Protection Officer who considered these sufficient to satisfy Condition 21(i)(d)(remediation) as well as Condition 45(i).
- 8.151 Historic England have requested that the approved remediation strategy be updated following agreement of archaeological detail required under conditions 34 to 39. As such, a condition will be added to this effect.

Temporary Site Boundary Treatments - 21(i)(f)

- 8.152 The proposed temporary site boundary treatments would follow the boundary outlined in Image 8 above.
- 8.153 The boundary treatment would be 2.4 metres high plywood hoarding. The hoarding would extend around the temporary car park adjacent to the two most south-easterly bridges and along the spine road to New King Street.
- 8.154 It is noted that the layout of temporary boundary treatment on site will evolve as other development plots come forward. Details of each plot and changes of boundary treatments to other plots would be required upon submission with each future Reserved Matters/details applications.

OTHER MATTERS INCLUDING OTHER DETAILS SUBMITTED FOR APPROVAL/DISCHARGE UNDER CONDITIONS

Microclimate: wind – Condition 3

- 8.155 The details submitted to discharge this Condition in respect of Plot 22 are considered below at paragraph 8.217 to 8.220.

Sunlight and Daylight – Condition 4

- 8.156 Given the distance between the proposed structures on the Jetty and within the River Thames and residential units both on and off the development site, it is not considered that there would be any unreasonable impact upon the occupants of any residential units.

Servicing, Delivery and Waste Management

- 8.157 Transport for London and LBL Highways have requested that a condition should be attached to the Reserved Matters approval requiring a servicing, delivery or waste management plan to be submitted and approved. The traffic impacts were assessed at OPP stage and but it was not considered necessary to impose such a condition on the

OPP. In any event, servicing of Plot 22 would occur on roads (closest to Plot 01) within the development site and Officers that there is unlikely to be any unreasonable impact on the existing road network. In the circumstances, the suggested condition is not considered to be reasonable or appropriate. There is not a change in surrounding context that officers consider a Delivery and service plan would now be required.

Transport Matters

8.158 *Outline Consent Background*

8.159 The Outline Planning Consent secured a maximum quantum of 1,840 car parking spaces. The development will provide 1540 spaces for residents and 300 car parking spaces for the remaining, non-residential components of the developments, including up to 35 car club spaces within the non-residential provision. These spaces will be provided principally at ground level across much of the site and first floor parking decks beneath landscaped podiums.

Vehicular Parking

8.160 The approved OPP will provide 300 car parking spaces for non-residential uses within the wider Convoys Wharf development. Of these 300 spaces, 35 within the wider site will be reserved for a car club and 30 will be suitable for disabled users with an appropriate provision for electric vehicles provided.

8.161 The parking strategy approved by the OPP indicates that in the final Convoys Wharf development, car parking provision for visitors to the café/restaurant will be provided within the overall provision across the wider Convoys Wharf site for non-residential land uses.

8.162 Provisionally, an allocation of four vehicle spaces, of which two will be disabled user spaces, will be allowed for the proposed A3 café/restaurant use. This will be confirmed once the Plot 22 building is leased by a restaurant operator. A Parking Management Plan and Travel Plan will be required by condition.

8.163 Transport for London and the Council's Highways Officer have outlined that both the permanent and temporary arrangements for parking outlined are acceptable, subject to further detail required by condition.

8.164 Given the above, the proposals are in accordance with the OPP and Section 106 agreement.

Cycle Parking

8.165 The details of cycle parking are controlled as a pre-commencement condition (condition 33) of the OPP. The applicant is not currently seeking to discharge this condition; however, this will be subject to review by Transport of London and the Council's Highways Officer on submission prior to commencement.

8.166 Notwithstanding the above, the applicant has provisionally outlined that a minimum of five long stay cycle parking spaces and 20 short stay cycle parking spaces are required to be provided to support the end state café/restaurant (A3) usage.

Healthy Streets

Policy

8.167 The Healthy Streets Approach puts people and their health at the centre of decisions about how we design, manage and use public spaces. It aims to make our streets healthy, safe and welcoming for everyone.

- 8.168 The Approach is based on 10 Indicators of a Healthy Street which focus on the experience of people using streets.
- 8.169 Policy T2 (Healthy Streets) of the Draft London Plan states Development proposals should:
- 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.
 - 2) reduce the dominance of vehicles on London's streets whether stationary or moving.
 - 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Discussion

- 8.170 The application has been submitted with a Healthy Streets Assessment which has demonstrated how most links in the existing road network responds adequately to the standards set by the Healthy Streets assessment, based on current traffic flows, pedestrian and cycle flows, mix of land uses.
- 8.171 The assessment of the urban design proposals for the streets adjacent to Plot 22 has also shown how Convoys Wharf development and the streetscape improvements proposed as part of the Reserved Matters Application will align with the Healthy Streets principles. As such, the proposals would contribute to improving pedestrian and cycle permeability, road safety and street amenity both within the development's internal street network, and along some of the routes that will connect to the site.
- 8.172 Where some improvements to the existing street network have been identified outside the application site, it is considered that there is potential for contributions secured for highways improvements within the Section 106 agreement to be diverted towards these areas when the contributions are released in accordance with the triggers for payment outlined in the Section106 agreement.

Code of Construction Practice – Condition 44

- 8.173 Condition 44(i) of the OPP requires that a site-wide Code of Construction Practice be submitted prior to any development to establish the overarching principles of best construction practice, and shall be based on the Framework Code of Construction Practice, 14 February 2014 (Appendix C of Environmental Statement Addendum Report), as approved by the OPP.
- 8.174 Further to the above, Condition 44(ii) of the OPP requires that prior to commencement of development on a particular plot, a plot-specific Code of Construction Practice be submitted.
- 8.175 A draft Code of Construction Practice has been provided with this application but is not considered adequate to discharge condition 44(ii) of the OPP. As such it is recommended the details should not be approved and this will remain a pre-commencement requirement.

SUSTAINABILITY AND ENERGY – Condition 15

Policy and Outline Consent Background

- 8.176 Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime.

8.177 Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

1. Be lean: use less energy
2. Be clean: supply energy efficiently
3. Be green: use renewable energy

8.178 Achieving more sustainable patterns of development and environmentally sustainable buildings is a key objective of national, regional and local planning policy. London Plan and Core Strategy Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions. Core Strategy Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions.

8.179 The Section 106 agreement required that the owner submit and have approved an 'Interim Energy Strategy' prior to the submission of the first reserved matters application. The intention of the Interim Energy Strategy is to demonstrate how the applicant would secure a connection from the development to the off-site South East London Combined Heat and Power plant (SELCHP). The Interim Energy Strategy was submitted to the Local Planning Authority prior to the first Reserved Matters submission and following amendments was approved on 10th January 2017.

8.180 The Section 106 agreement also required that the applicant, on submission of the first Reserved Matters Application shall submit the Energy Strategy to the Council for approval and shall:

“accompany the Energy Strategy with a written statement addressing how the steps required by the Interim Energy Strategy are being addressed and if the connection to SELCHP has not been secured, the Energy Strategy shall include an explanation as to why the connection has not been possible, how any obstacles are proposed to be addressed through Phase 1 and subsequent Phases of the Development and the further strategy for securing the connection to SELCHP.”

Discussion

8.181 The applicant has submitted an Energy and Sustainability Statement which follows the overall strategy set out in the approved Interim Energy Strategy (RPT-0003).

8.182 The Energy and Sustainability Statement states that baseline energy demand for the development would be reduced by using energy efficiency measures and passive design, prior to the inclusion of appropriate low and zero carbon energy technologies, since limiting the demand is the most effective way of reducing overall carbon emissions.

8.183 Carbon reduction would be further achieved by the implementation of Combined Heat and Power (CHP) using one of two potential options. Option 1 comprises a connection to the off-site South East London Combined Heat and Power plant (SELCHP). This option is expected to deliver approximately 27% lower carbon emissions than a Part L 2010 compliant baseline development, or 45% lower emissions, if regulated loads are assessed. This option is subject to commercial negotiations with Veolia, the operator of SELCHP which are ongoing. If such connection to SELCHP is not found to be viable then the alternative option is to provide onsite Energy Centres, which will be gas-fired CHP with gas-fired boilers supplementary to meet peak loads. Under this scenario the development is expected to achieve CO₂ emissions reductions of approximately 11% lower than Part L 2010 standards, or approximately 23% lower than Part L 2010 base load calculations with a 2% renewable contribution.

- 8.184 It should be noted that if the SELCHP connection is not ready or determined viable by the time the first phase of redevelopment is occupied the on-site district heating network would still allow a future connection to SELCHP to be made, should it prove viable or available at a later stage.
- 8.185 The technical and financial feasibility of finding a route for the pipework will require that the underground services be mapped of the identified connection routes. These will then be analysed, and the least disruptive route selected. Discussions will then be held with utility providers to determine the costs and timescales of any diversions required to allow the connection to proceed.
- 8.186 The applicant and Veolia entered into a Pre-Development Agreement in November 2016 to commence a feasibility study for the pipe route between SELCHP and Convoys Wharf. Since this time, Veolia have been working on the pipework feasibility study between SELCHP and Convoys Wharf.
- 8.187 Veolia identified and analysed a number of different pipe route and selected a preferred pipe route as part of their initial study.
- 8.188 In 2017, Veolia's team presented their initial proposals to the Lewisham Council (Sustainability and Planning Services) and concerns were raised regarding some of the routing of the pipes, due to third party land ownership issues in particular. Since then, Veolia have been pursuing this initial route and trying to overcome the legal issues caused by a route involving third party land ownership.
- 8.189 In 2020, Veolia were awarded £5.5million funding through the central government Heat Network Investment Programme (HNIP) to initiate a heat network in Lewisham through a connection to Convoys Wharf. This funding is awarded on a conditional basis and is dependent on Convoys Wharf coming forward. The Council is working with Veolia to support the development of this heat network to establish a Strategic Heat Network for the borough.
- 8.190 Whilst the connection to SELCHP has not yet been formally secured, it is considered that the applicant has demonstrated ongoing progress in this regard and that the connection is being pursued. The strategic heat network remains critical to the Council in delivering a source of low carbon heating and forms an action point in the Climate Emergency Action Plan (2020).

ENVIRONMENTAL CONSIDERATIONS

- 8.191 An Environmental Impact Assessment (EIA) Statement of Conformity (SoC) has been submitted with this reserved matters application. The SoC assesses whether the detailed scheme presented in the current application will give rise to new or materially different likely significant effects on the environment from those considered as part of the outline planning permission and thus whether the reserved matters are required to be subject to environmental impact assessment under the EIA Regulations.
- 8.192 As set out below, it is considered that there are no new or materially different likely significant effects on the environment from those identified in Environmental Statement (April 2013) and a Supplementary Environmental Statement (February 2014) which set out the environmental effects of the outline planning permission based on an assessment of the Approved Parameters. As such, an EIA is not required in relation to the proposals set out in the reserved matters application.
- 8.193 The topics assessed within the Approved Environmental Statement, submitted in support of the Outline Planning Permission, are as follows:
- Archaeology;

- Built Heritage Assessment;
- Landscape, Townscape and Visual Amenity Assessment;
- Air Quality Assessment;
- Soils, Ground Conditions and Groundwater Quality Assessment;
- Ecological Impact Assessment;
- Noise and Vibration Assessment;
- Socio economic Assessment;
- Sunlight, Daylight and Overshadowing Assessment;
- Electronic Interference Assessment;
- Traffic and Transport Assessment;
- Waste Management Assessment;
- Water Resources including Flood Risk Assessment; and
- Wind and Microclimate Assessment.

8.194 The P22 proposals are within the Approved Parameters and Design Specification approved within the outline planning permission. The majority of the conclusions set out within the technical assessments considered within the approved Environmental Statement will therefore not be affected by the P22 Proposals.

8.195 However, due to an amended location of the building proposed on Plot 22 (it is noted that this is still within the parameters) and the additional proposal for the temporary access road; further consideration has been given to the potential for additional or different environmental effects arising from the following relevant technical topics:

- Archaeology;
- Built Heritage Assessment;
- Ecological Impact Assessment;
- Traffic and Transport Assessment;
- Water Resources including Flood Risk Assessment; and
- Wind Microclimate Assessment.

8.196 The following is an overview of the findings of the SoC and, where relevant, a commentary on those findings.

Archaeology

8.197 An Archaeological Assessment has been undertaken by CgMs in support of the application. The construction of the proposed building would have no archaeological impact as this is entirely on the modern jetty. The new access road and car part would have no archaeological impact as formation is above the significant archaeological horizon identified in the approved Environmental Statement and extensive archaeological investigations undertaken within the site.

8.198 There is the potential for the installation of utilities services relating to the P22 building to impact on the fabric of the existing listed River wall. Subject to listed building consent it is suggested that this would be mitigated through a programme of archaeological monitoring and recording during construction groundworks – a Written Scheme of Investigation covering these works would be undertaken to support these works. These mitigation measures are in line with those suggested in approved Environmental Statement, which is considered to remain valid.

8.199 Additionally, further details are required to be submitted and approved under conditions 34 to 39 with regard to archaeology before commencement of the development.

Built Heritage Assessment

- 8.200 CgMS have undertaken a Built Heritage Assessment in support of the application. This concludes that there will be no harm to any built heritage asset due to the P22 works. It has been concluded that the Plot 22 building would have no unreasonable impact on the immediate settings of the heritage assets, apart from the River Wall, where it is considered to make a positive contribution and that it would make either no contribution or a neutral contribution to the extended settings of all the heritage assets discussed in the submitted Heritage Statement.
- 8.201 In addition, six viewpoints were selected in order to illustrate the impact of the proposed Plot 22 building on heritage assets. Although at some distance from the proposed development, these views take into account the London View Management Framework (LVMF) Viewpoint 5A.2, which is a protected vista from the General Wolfe Statue at Greenwich and other important views from Maritime Greenwich. The visual impact assessment demonstrates that the structure of the Plot 22 building would not contribute to the LVMF 5A.2 viewpoint and in respect of the other 5 viewpoints the contribution would be extremely limited or not significant and therefore it would not have an adverse impact on these viewpoints. It is also important to note that against the consented development at Convoys Wharf, the Plot 22 building would have less of an impact on the reviewed viewpoints.
- 8.202 It is concluded that there would be no harm to any built heritage asset. As such it is considered that the residual effects and conclusions of the Approved Environmental Statement in relation to built heritage remain valid.
- 8.203 In addition to the above, no objections have been received from Historic England in relation to the Plot 22 building design or location.

Traffic and Transport Assessment

- 8.204 A total of 169 person trips are forecast to be generated by the café/ restaurant use during the AM peak period including a total of 8 vehicle trips. A total of 271 trips are forecast during the PM peak period including 14 vehicle trips, it is considered that the majority of these trips would be linked to other uses contained on the site, and the surrounding residential area. These figures fall within the quantum of the consented outline consent, which forecast vehicle trips. It is therefore considered that the development would have an acceptable impact on highway grounds in the context of the wider Convoys Wharf development.
- 8.205 Further technical information is provided in the Transport Statement, prepared by AECOM and submitted in support of the application.

Ecological Impact Assessment

- 8.206 The proposed temporary works cover the same spatial extent as identified within the approved Environmental Statement and therefore there would be no additional land take from the River Thames and Tidal Tributaries Site of Metropolitan Importance (SMI). No works are proposed within the foreshore and any works to the river wall would be the subject of a separate future application for future works.
- 8.207 The proposal would result in the removal of timber fenders from the existing jetty. This would result in a minor reduction in the diversity of intertidal habitats available. While no notable species have been recorded utilising these features they may provide habitat niches for a range of common invertebrate species. In order to ensure no overall loss of habitat equivalent measures would be provided as a replacement on the River Wall. Full details will be submitted for approval as part of the Condition 52 submission.
- 8.208 The works proposed for Plot 22 would result in the existing jetty being landscaped early in the overall development programme for the wider site. The landscaping of the jetty at an early stage of the development offers the opportunity to begin establishing habitats of

ecological value at an early stage, and ensure that these features are well established by the time the development of the wider site as a whole has been completed. Details of proposed management, maintenance and post-construction monitoring regimes are set out in the Ecology Statement prepared by AECOM in support of the application.

- 8.209 The Ecology Statement notes that the construction and operation of a new building on the jetty has the potential to increase lighting levels within the SMI during the period of its construction and once operational. Given the size of the SMI, these works are unlikely to affect the ecological function of the wider SMI. However, prior to mitigation additional lighting and noise during construction and operation have the potential to result in an adverse effect at up to the local level. With the implementation of standard construction controls through the site-wide code of construction practice (CoCP) which is to be approved prior to commencement, no significant residual adverse noise effects on designated sites are anticipated.
- 8.210 The initially proposed temporary access road passes in close proximity to three trees that have tree protection orders (TPOs), identified in the consented scheme as being retained. As a result of the amended access, the route proposed would not impact upon the three trees subject to TPO.
- 8.211 It is considered that all other residual effects and conclusions of the Approved Environmental Statement in relation to the ecological impact assessment would remain unchanged.

Water Resources including Flood Impact Assessment

- 8.212 As noted in the Flood Risk Assessment (FRA) prepared by AECOM and submitted in support of the Plot 22 application, the jetty is not protected by the existing river wall, and without further build up, the jetty will remain below the flood defence level of 5.7m Above Ordnance Datum (AOD). The consideration of climate change at the jetty is incorporated in accordance with the Thames Estuary 2100 P5 flood risk management policy (Environment Agency), whereby the standard of protection of the site is increased from 5.7m AOD to 6.2m AOD, the details of such a scheme being reserved by condition.
- 8.213 The ground floor of the building is proposed to be at 6.2m AOD which is above the 0.1% annual probability event flood level, however due to the nature of the site, additional measures will be taken to provide flood resilience. This will be achieved by ensuring that the floodable area (i.e. the area of jetty that is situated below the finished floor level of the building) will not damage the building itself should such a flood event occur.
- 8.214 A surface water drainage strategy has been proposed to attenuate surface water runoff from Plot 22 during rainfall events to meet the requirements of Thames Water Utilities Limited and the Environment Agency. It is proposed that surface water from the Plot 22 building upon the jetty runs off directly into River Thames. Surface water from the building will be collected from roof outlets, routed through the building, filtrated within a drainage matt that forms part of the built-up ground on the Jetty. Further detail is provided in the Utilities and Drainage Assessment undertaken by Cundalls in support of the Plot 22 application.
- 8.215 The proposed surface water drainage in the access road and car park has been designed utilising the recommended allowances in the "Flood risk Assessments: Climate Change Allowances Guidance" published in February 2016 by the Environment Agency. In order to minimise the pollution into the River Thames, a petrol interceptor has also been proposed to control the amount of hydrocarbons discharging into the River Thames. In order to raise the flood defence level in the future and protect the jetty, four possible design options have been considered: flood gates, perimeter walls, jetty raising and partial jetty raising. These options will be considered as the development progresses. Further details of these proposals are included within the Flood Risk Assessment submitted with this application.

- 8.216 Overall, the works proposed in the Plot 22 application are concluded not to increase the risk of flooding at the site or within the surrounding area. As such, it is considered that the residual effects and conclusions of the Approved Environmental Statement in relation to water resources including flood risk assessment remain valid.

Wind and Microclimate Assessment

- 8.217 A wind microclimate assessment has been undertaken by AECOM in support of the Plot 22 application. The study was conducted using the Lawson Pedestrian Comfort criteria. The results show that following development all regions of the pedestrian level of Plot 22 are acceptable for the typical usages that would be expected on or around a jetty; namely they are acceptable for sitting, standing or entrance locations.
- 8.218 Comfort on the roof of the Plot 22 building was also tested, with the majority of the roof showing Lawson comfort category III, which is acceptable for pedestrian walking, or better. Inside the balustrade on the roof, where a restaurant and seating is the expected use, is comfort category II, which is acceptable for standing. The applicant has stated that this may be acceptable for the restaurant, as persons visiting an outdoor riverside rooftop restaurant may be somewhat more tolerant of windy conditions. This could be mitigated by porous screens, localised planting or hedges surrounding areas of seating and details of such will be reserved by condition.
- 8.219 Modelling suggests dangerous velocities above 15 m/s is expected to occur for less than 2 hours per year at all locations on the site, which is considered acceptable subject to mitigation outlined above. These would be secured by condition.
- 8.220 This revised modelling is broadly consistent with the results of the approved Environmental Statement, which suggested there were no significant changes relevant to current conditions, but a minor adverse (insignificant) impact following design of shelter for the riverbus due to the riverside location creating windier than desired wind speeds. The wind and microclimate assessment has been scrutinised by external specialists (Temple Group) and have found the proposals to be acceptable with regard to wind and microclimate subject to mitigation above. Temple Group have also found the details acceptable to discharge condition 3(ii) in relation to the OPP.

Conclusion

- 8.221 It is concluded that that the development will not give rise to new or materially different effects from those previously identified and that the mitigation identified in the Environmental Statement (April 2013) and Supplementary Environmental Statement (February 2014) is still relevant. This mitigation is secured through conditions as well as in the detailed layout and design of the buildings and landscaping of the site.

NATURAL ENVIRONMENT

General Policy

- 8.222 Contributing to conserving and enhancing the natural environment and reducing pollution is a core principle for planning.
- 8.223 The NPPF and NPPG promote the conservation and enhancement of the natural environment (chapter 15) and set out several principles to support those objectives.
- 8.224 The NPPF at para 180 states decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the sensitivity of the site or wider area to impacts that could arise from the development.

- 8.225 London Plan Policy 2.18 sets out the Mayor of London's vision for Green Infrastructure as a multifunctional network that brings a wide range of benefits including among other things biodiversity, adapting to climate change, water management and individual and community health and well-being.

Ecology and Biodiversity including Green and Brown Roofs – Condition 14

Policy

- 8.226 Section 40 of the Natural Environment and Rural Communities Act 2006 places a duty on all public authorities in England and Wales to have regard to the purpose of conserving biodiversity.
- 8.227 The NPPF at para 170 states decisions should minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. At para 175, it sets out principles which LPAs should apply when determining applications in respect of biodiversity.
- 8.228 London Plan Policy 7.19 seeks wherever possible to ensure that development makes a positive contribution to the protection, enhancement, creation and management of biodiversity.
- 8.229 LPP 5.11 encourages major development to include planting and especially green roofs and walls where feasible, to deliver as many of the policy's seven objectives as possible.
- 8.230 DLPP G5 expects major development to incorporate measures such as high-quality landscaping (including trees), green roofs and green walls.
- 8.231 CSP 7 expects urban greening and living roofs as part of tackling and adapting to climate change. DMP 24 requires all new development to take full account of biodiversity and sets standards for living roofs.

Discussion

- 8.232 Whilst Plot 22 was not envisaged as accommodating a green roof at OPP. The Reserved Matters for Plot 22 indicates that the areas of roof not to be utilised as a roof terrace would accommodate a green sedum roof, which is supported.

Lighting – Condition 12

Outline Consent Background

- 8.233 Condition 12(i) of the OPP requires that at the same time as the first Reserved Matters application is submitted, a lighting strategy for external lighting across the site, including details of a dark corridor, shall be submitted to the Local Planning Authority.

Discussion

- 8.234 As part of this submission, the first Reserved Matters Application, the applicant has submitted a Site Wide Lighting Strategy. The applicant has submitted a high level lighting strategy for the development site in accordance with Condition 12 of the OPP. No plot specific lighting strategy has been submitted under Condition 12(ii), but such strategy is required within 6 months following commencement on the relevant plot.
- 8.235 The Site Wide Lighting Strategy has divided the development site into three different lighting zones, along with the creation and maintenance of a dark corridor along the river frontage.

- 8.236 The level of light required in each public area has been selected depending on the use for that particular area. The lighting classes have been taken from the relevant British Standards.
- 8.237 The Council's Ecology and Highways Teams have reviewed the proposed Site Wide Lighting Strategy and have raised no objection to the detail provided. The site-wide lighting strategy is proposed to be approved under the application for Plot 08.

Air Quality

Policy

- 8.238 The NPPF at para 170 states decisions should among other things prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of air pollution. Development should, wherever possible, help to improve local environmental conditions such as air quality.
- 8.239 Proposals should be designed and built to improve local air quality and reduce the extent to which the public are exposed to poor air quality. Poor air quality affects people's living conditions in terms of health and well-being. People such as children or older people are particularly vulnerable.
- 8.240 London Plan Policy 7.14 states new development amongst other requirements must endeavour to maintain the best ambient air quality (air quality neutral) and not cause new exceedances of legal air quality standards. Draft London Plan SI1 echoes this.
- 8.241 Further guidance is given in the Mayor of London's Air Quality Strategy.

Discussion

- 8.242 A number of representations from the public raise Air Quality as a concern. The Environmental Impact Assessment SoC in respect of the application does not identify any new or materially different likely effects resulting from the development compared to those considered at the OPP stage. The impacts arising in respect of air quality were considered at OPP Stage and addressed through the Section 106 Agreement which secures £100,000 towards for air quality monitoring in respect of the development. Officers therefore consider that appropriate mitigation and monitoring has already been secured through the OPP.

Flood Risk

Policy

- 8.243 Paragraph 155 of the NPPF requires new development to be sited away from areas at risk of flooding, whilst para.165 states that major development should incorporate sustainable drainage systems, unless there is clear evidence that this would be inappropriate.
- 8.244 LPP 5.12 requires the mitigation of flooding, or in the case of managed flooding, the stability of buildings, the protection of essential utilities and the quick recovery from flooding.
- 8.245 London Plan and draft London Plan Policies 5.12 and 5.13 requires new development proposals to comply with the flood risk assessment and management requirements set out in the NPPF. London Plan Policy 7.13 expects development to contribute to safety, security and resilience to emergency, including flooding.
- 8.246 Core Strategy Policy 10 requires developments to result in a positive reduction in flooding to the Borough.

8.247 The site is located in Flood Zone 3 which is defined as having a 'high probability' of river and sea flooding by the 'flood risk and coastal change' section of the national Planning Practice Guidance.

Discussion

8.248 The OPP was submitted with a Flood Risk Assessment which was assessed and approved. This document set out the framework for flood risk management in relation to the proposed development. Various conditions are relevant to this framework:

- Condition 6 (River Wall Surveys) – submitted and approved by the Local Planning Authority under planning application reference DC/17/100954 on 21 June 2018
- Condition 14 (Biodiversity) – Assessed and details recommended for approval in 'Ecology and Biodiversity including Green and Brown Roofs' above
- Condition 16 (River Wall Safeguarding) – not relevant to Plot 22
- Condition 19 (Drainage and Flood Risk) – relevant to this application
- Condition 47 (Surface Water Control Measures) – relevant to this application
- Condition 52 (Tidal Flood Defence) – This condition is not sought for discharge in this application
- Condition 66 (Hydrology and Water Resources) – Compliance only

8.249 The Environment Agency have reviewed the application and have raised no objections with regard to Flood Risk.

8.250 The Council's Flood Risk Manager has reviewed the application and requested further information in relation to Condition 19 (Drainage and Flood Risk) and Condition 47 (Surface Water Control Measures).

8.251 These details would be required prior to commencement of Plot 22. The development is acceptable with regard to flood risk.

9.0 SUMMARY REGARDING DISCHARGE OF CONDITIONS

9.1 In addition to the Reserved Matters and other matters sought to be discharged under Condition 20, the applicant seeks to discharge a number of pre-commencement conditions which were attached to the outline permission. The additional conditions sought for discharge are laid out below in Table 8 below along with the Officers recommendation.. The full wording of the conditions can be seen in the OPP attached as Appendix 1.

Condition	Assessment
3. Microclimate: wind (ii)	Acceptable – assessed in “Environmental Impact Considerations – Microclimate”
7. Building design Statement and Tall Buildings Design Statement	Acceptable – the application has been submitted with a Building Design Statement in relation to P22 outlining how the Design Guideline in CW04 have been applied to the proposed development
8. Reconciliation Statement (i)	Acceptable – the application has been submitted with a reconciliation statement as required by condition 8(i)
13. Heritage Statement	Acceptable – assessed in “Impact of Design on Heritage Assets”
14. Biodiversity (i)	Acceptable – assessed in “Natural Environment - Ecology and Biodiversity including Green and Brown Roofs”
15. Energy Statement	Acceptable – assessed in “Energy and Sustainability” above
44. Code of Construction Practice	Not acceptable

45. Contaminated Land (i)	Acceptable – assessed in “21(i)(e) – Remediation”
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Table 8: Conditions sought for discharge and assessment

- 9.2 Given the above, the following conditions 3(ii), 7, 8(i), 13, 14(i), 15 and 45(i) are recommended for discharge.

10.0 EQUALITIES CONSIDERATIONS

- 10.1 The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

- 10.2 In summary, the Council must, in the exercise of its function, have due regard to the need to:

- a) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
- b) advance equality of opportunity between people who share a protected characteristic and those who do not;
- c) foster good relations between people who share a protected characteristic and persons who do not share it.

- 10.3 The duty continues to be a “have regard duty”, and the weight to be attached to it is a matter for the decision maker, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.

- 10.4 The Equality and Human Rights Commission has recently issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled “Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice”. The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at:

<https://www.equalityhumanrights.com/en/publication-download/technical-guidance-public-sector-equality-duty-england>

- 10.5 The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:

1. The essential guide to the public sector equality duty
2. Meeting the equality duty in policy and decision-making
3. Engagement and the equality duty
4. Equality objectives and the equality duty
5. Equality information and the equality duty

- 10.6 The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at:

- 10.7 The planning issues set out above do not include any factors that relate specifically to any of the equalities categories set out in the Act, and therefore it has been concluded that no impact on equality.

11.0 HUMAN RIGHTS IMPLICATIONS

- 11.1 In determining this application the Council is required to have regard to the provisions of the Human Rights Act 1998. Section 6 of the Human Rights Act 1998 prohibits authorities (including the Council as local planning authority) from acting in a way which is incompatible with the European Convention on Human Rights. "Convention" here means the European Convention on Human Rights, certain parts of which were incorporated into English law under the Human Rights Act 1998. Various Convention rights are likely to be relevant including:

- Article 8: Respect for your private and family life, home and correspondence Protocol 1,
- Article 1: Right to peaceful enjoyment of your property

- 11.2 This report has outlined the consultation that has been undertaken on the planning application and the opportunities for people to make representations to the Council as Local Planning Authority.

- 11.3 Members need to satisfy themselves that the potential adverse amenity impacts are acceptable and that any potential interference with the above Convention Rights will be legitimate and justified. Both public and private interests are to be taken into account in the exercise of the Local Planning Authority's powers and duties. Any interference with a Convention right must be necessary and proportionate. Members must therefore, carefully consider the balance to be struck between individual rights and the wider public interest.

12.0 CONCLUSION

- 12.1 Outline planning permission for the comprehensive mixed-use redevelopment of the application site was granted (subject to conditions and following completion of a Section 106 agreement) by the Mayor of London in March 2015. The outline planning permission set the parameters for the scale and massing of the development, the quantum and mix of floorspace to be provided and the overall layout of the site. This current application is for the approval of reserved matters in respect of the layout, scale, appearance, access and landscaping in respect of Plot 22, together with other details submitted for approval under conditions.

- 12.2 The Reserved Matters and application for approval under/discharge of conditions have been considered in the light of relevant policies and standards as well as representations from third parties. The Reserved Matters are considered to be in conformity with the approved development parameters for the scheme (scale, massing, floorspace, mix of uses, extent of public realm) and the submitted details including those under conditions, satisfactorily address the relevant policy considerations and other requirements, including the principles set out in Strategic Site Allocation in the Core Strategy.

- 12.3 Consideration has been given to the objections made to the proposed development, as set out in this report. It is considered that none of the material objections outweigh the reasons for approving the Reserved Matters and other detail in respect of which approval is sought.

13.0 RECOMMENDATION

13.1 That the Committee resolve to:

- a) **GRANT** Reserved Matters approval (layout, scale, appearance, access and landscaping) in relation to development Plot 22 subject to the following conditions and informatives:
- b) **DISCHARGE** all other details and matters required to be approved under Condition 20(i) relation to Plot 22;
- c) **DISCHARGE** conditions 3(ii), 7, 8(i), 13, 14(i), 15, 21 (b) to (f) and 45(i) in relation to Plot 22 only;
- d) **PARTIALLY DISCHARGE** Condition 21(a), in relation to Plot 22 (to exclude approval of plant and equipment which have yet to be submitted)

13.2 That the Committee also authorise the Director of Planning to finalise and issue the decision notice in relation to the application and to include such amendments as she may consider appropriate to ensure the acceptable implementation of the development.

14.0 CONDITIONS

1. Approved Drawings and Documents

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

A 0100 Rev A; A 0110; A 0130; A 0140; A 0110; A 0170 Rev C; A 0160 Rev B; A 0200; A 0201; A 0202; A 0203; A 0205; A 0206; A 0207; A 0300; A 0301; A 0302; A 0310; A 0311; A 0312; CW-P22-GL-GA-3060-100-PL-02; CW-P22-GL-GA-3060-101-PL-01; CW-P22-GL-GA-3060-102-PL-02; CW-P22-GL-GA-3060-103-PL-03; CW-P22-GL-GA-3060-114-PL-00; CW-P22-GL-GA-3060-104-PL-00; CW-P22-GL-GA-3060-105-PL-01; CW-P22-GL-GA-3060-106-PL-03; CW-P22-GL-GA-3060-115-PL-00; CW-P22-GL-GA-3060-107-PL-00; CW-P22-GL-GA-3060-108-PL-02; CW-P22-GL-GA-3060-109-PL-02; CW-P22-GL-GA-3060-110-PL-00; CW-P22-GL-GA-3060-111-PL-01; CW-P22-GL-GA-3060-112-PL-02; CW-P22-GL-GA-3060-116-PL-00

Reason: To ensure that the development is carried out in accordance with the approved documents, plans and drawings submitted with the application and is acceptable to the local planning authority.

2. Wind Mitigation Measures

- a) Prior to occupation of Plot 22, a scheme of wind mitigation measures that are to be installed at the site, shall be submitted to and approved in writing by the local planning authority.
- b) Any such mitigation as approved under part (a) shall be installed in accordance with the approved drawings prior to occupation on the proposed building on Plot 22 and shall be retained permanently.

Reason: In order that the local planning authority may be satisfied that the development is safe with regard to wind and microclimate.

3. Temporary access road

No part of Plot 22 shall be first Occupied until:

- (a) The works to provide a temporary junction between the development and Prince Street as shown on Drawing Number CW-P22-GL-GA-3060-100-PL-02 approved under Condition 1 on this approval have been carried out and completed and commissioned for use; and
- (b) Waiting restrictions between Evelyn Street and the junction at Prince Street have been brought into force.

Reason: To ensure the proposed development does not compromise the function of the local highways network.

4. Navigational Risk Assessment

Prior to commencement of the Canting Brow and Pontoon for the Riverbus, a Navigational Risk Assessment shall be submitted to and approved by the local planning authority in consultation with the Port of London Authority. The proposed development shall be carried out in accordance with the approved details.

Reason: In order to ensure the acceptable position of the Jetty, and impact on freight operators and the River Thames.

15.0 INFORMATIVES

- A. **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 discussions took place which resulted in further information being submitted.
- B. You are advised that all construction work should be undertaken in accordance with the "London Borough of Lewisham Code of Practice for Control of Pollution and Noise from Demolition and Construction Sites" available on the Lewisham web page.
- C. You are advised that the highway works required pursuant to Condition 3 on this approval will require an agreement with the highway authority pursuant to Section 278 of the Highways Act 1980. You are advised to contact traffic@lewisham.gov.uk to discuss the requirements.

Committee	STRATEGIC PLANNING COMMITTEE	
Report Title	PLOT 08, CONVOYS WHARF, LONDON, SE8 3JH	
Ward	Evelyn	
Contributors	David Robinson	
Class	PART 1	09 06 2020

Reg. Nos. DC/18/107698

Application dated 20 June 2018

Applicant DP9 Limited, on behalf of Convoys Wharf Limited

Proposal Approval of Reserved Matters (layout, scale, appearance, access and landscaping) for Plot 08 (Phase 1) comprising the construction of a development plot ranging between 2, 10, 12 and 14 storeys in height, providing 456 residential units, 1,650 sq. m (GEA) of retail and café/restaurant uses (Class A1 to A4), car parking, cycle storage, servicing, plant area, new landscaping and other details pursuant to condition 20(i) and 21(i) (Reserved Matters/Approval of Details) together with discharge/approvals under condition 3(ii) (Microclimate: Wind), condition 7 (Building Design Statement), condition 8(i) (Reconciliation Document), condition 10 (Housing 'Residential Space Standards'), condition 12(i) (Lighting), condition 13 (Heritage Statement), condition 14(i) (Biodiversity), condition 15 (Energy Strategy), condition 19 (Drainage and Flood Risk), condition 33 (Details of Cycle Parking), condition 45(i) (Contaminated Land), condition 47 (Surface Water Control Measures), and condition 50(i) (Electric Vehicle Charging Points) of Outline Planning Permission ref. DC/13/83358 for the comprehensive redevelopment of Convoys Wharf, Prince Street, London, SE8 3JH.

Applicant's Plan Nos. CON4-PA-03-011; CON4-PA-09-304; CON4-PA-09-303; CON4-PA-09-302; CON4-PA-09-301; CON4-PA-09-300; CON4-PA-07-101; CON4-PA-07-100; CON4-PA-03-013; CON4-PA-03-012; CON4-PA-05-303-A; CON4-PA-05-302-A; CON4-PA-05-301-A; CON4-PA-05-300-A; CON4-PA-05-204-A; CON4-PA-05-203-A; CON4-PA-05-202-A; CON4-PA-05-201-A; CON4-PA-05-109-A; CON4-PA-05-108-A; CON4-PA-05-107-A; CON4-PA-05-106-A; CON4-PA-05-105-A; CON4-PA-05-104-A; CON4-PA-05-103-A; CON4-PA-05-102-A; CON4-PA-05-101-F; CON4-PA-05-100-F

P10852-00-002-320 D00; P10852-00-002-130 D01; P10852-00-002-121 D01; P10852-00-002-120 D01; P10852-00-002-112 D01; P10852-00-002-111 D01; P10852-00-002-110 D01; P10852-00-002-109 D01; P10852-00-002-108 D01; P10852-00-002-105 D01; P10852-00-002-104 D01; P10852-00-002-103 D01; P10852-00-002-102 D01; P10852-00-002-101 D01;

P10852-00-002-100 D01; CW-P08-GL-DS-0510-300-PL; P10466-00-002-800-D01; P10466-00-002-801-D01; P10852-00-002-100-MARK-UP-FOOTWAY-WIDTHS

Code of Construction Practice Rev 3 (February 2018) (AECOM); Building Design Statement Rev 1 (February 2018) (Farrells); Lifetime Homes Compliance Rev 1 (February 2018) (Farrells); Remediation Strategy (February 2018) (AECOM); Noise Assessment (February 2018) (Cundall); Transport Statement (February 2018) (AECOM); Foundation Method Statement Rev 1 (February 2018) (AECOM); Structural Survey (February 2018) (AECOM); Ecology Statement (February 2018) (AECOM); Statement of Community Involvement (February 2018) (Quatro); Archaeology Evaluation Statement (February 2018); EIA Statement of Conformity (January 2018) (AECOM); Healthy Streets Assessment (November 2019) (AECOM); Response to LBL contaminated land comments (June 2019) (AECOM); Phase 1 Desk Study Summary for Plot 08 (September 2019) (AECOM); Phase 2 Intrusive Site Investigation Summary for Plot 08 (October 2019) (AECOM); Plot 08 Transport Statement Addendum (June 2019) (AECOM); Heritage Statement (October 2019) (CGMS); Biodiversity Report (February 2018) (AECOM); Energy & Sustainability Statement (February 2018) (AECOM); Design & Access Statement Rev 1 (February 2018) (Farrells); Planning Statement (June 2018) (DP9); Reconciliation Statement (February 2018) (DP9); Wind Assessment (February 2018) (AECOM); Daylight & Sunlight Assessment (February 2018) (Farrells); Ventilation Statement Rev B (February 2018) (Cundall); Lighting Strategy (February 2018) (AECOM); Supplement Planning Report Rev A (August 2018) (Farrells); Substituted plans (Rev A) (July 2018) (Farrells); Temporary/Permanent Works (November 2019) (Gillespies); Response to LBL wind comments (October 2019); DAS Addendum (August 2019) (Farrells); Planning Statement Rev01 (August 2018) (DP9); Initial Cultural Strategy Response Statement (November 2019) (Farrells); Heritage Design Proposal Rev 1 (December 2019) (Really Local); Summary of Design Response to Heritage Assets Rev B (January 2020) (Farrells); Heritage Statement (October 2019) (CGMS); Building External Materials (Farrells)

Background Papers

Case File LE/451/179/TP
NPPF (February 2019)
London Plan (March 2016)
Core Strategy (June 2011)
Development Management Local Plan (November 2014)

Designation

PTAL 1a / 2 / 3
Area of Archaeological Priority
Deptford Neighbourhood Forum
Flood Risk Zones 2 and 3
Landmark Viewing Corridor
Protected Vista
Regeneration and Growth Area
Site of Importance for Nature Conservation
Strategic Site Allocation 2
Thames Policy Area

1.0 SUMMARY

- 1.1 This report relates to an application for the approval of Reserved Matters and other details relating to Plot 08 within the Convoys Wharf Development.
- 1.2 The application has been brought before members for a decision due to the number of objections (81 no.).

2.0 INTRODUCTION

Background to Outline Permission at Convoys Wharf

- 2.1 The relevant planning history is set out in Section 4 of this Report. By way of further background, the outline planning permission to which the Reserved Matters/other details application relates was granted by the Mayor of London in March 2015. The outline application was submitted to the Council in April 2013. As the application was an application of potential strategic importance as defined in the Town and Country Planning (Mayor of London) Order 2008 it was, in the usual way, notified to the Mayor of London in accordance with the 2008 Order.
- 2.2 In October 2013 and before the Council had formally considered the application, the applicant asked the Mayor to exercise his statutory powers to 'call in' in the application for his own determination. The Council made representations to the Mayor opposing such a move, the Mayor of London nevertheless decided that he would determine the application.
- 2.3 The Council also made representations objecting to the application on the basis of inappropriate scale and massing and relationship with historic buildings, failure to link with Sayes Court and to accommodate The Lenox, limited scope for evolution of the scheme, various transport issues and uncertainty over community benefits. It recommended to the Mayor that the application be refused. Following a representations hearing, the Mayor resolved that permission be granted subject to satisfactory completion of a Section 106 Agreement. The Section 106 Agreement (to which the Council is a party) was concluded on 10 March 2015, and outline planning permission (**OPP**) was granted by the Mayor on the same date.
- 2.4 The Mayor also directed that the Council should determine the Reserved Matters applications and also discharge the conditions under the OPP.
- 2.5 The OPP permits the demolition of all non-listed structures at the site, and comprehensive redevelopment (to include retention and refurbishment of the Grade II Listed Olympia Building) to provide up to 419,100m² of mixed use development comprising up to:
- 321,000m² residential (Class C3) (up to 3,500 units);
 - 15,500m² business space (Class B1/live/work units);
 - 2,200m² for up to three energy centres;

- 32,200m² working wharf and vessel moorings (Class B2 and sui generis);
- 27,070m² hotel (Class C1);
- 5,810m² retail, financial and professional services (Classes A1 and A2);
- 4,520m² restaurant/cafes and drinking establishments (Classes A3 and A4);
- 13,000m² community/non-residential institutions (Class D1 and D2),
- 1,840 car parking spaces, together with vehicular access and a river bus facility.

2.6 The development is divided into 22 separate plots and is to be developed in 3 phases. Each plot is defined by a set of parameters (described in further detail in the assessment below) that fix its location within the site and its shape, the maximum and minimum height, width and length of each building within the plot and the extent of podiums. The parameters also fix road widths. The 22 development plots, 3 phases and safeguarded wharf are indicated in image 1 below:

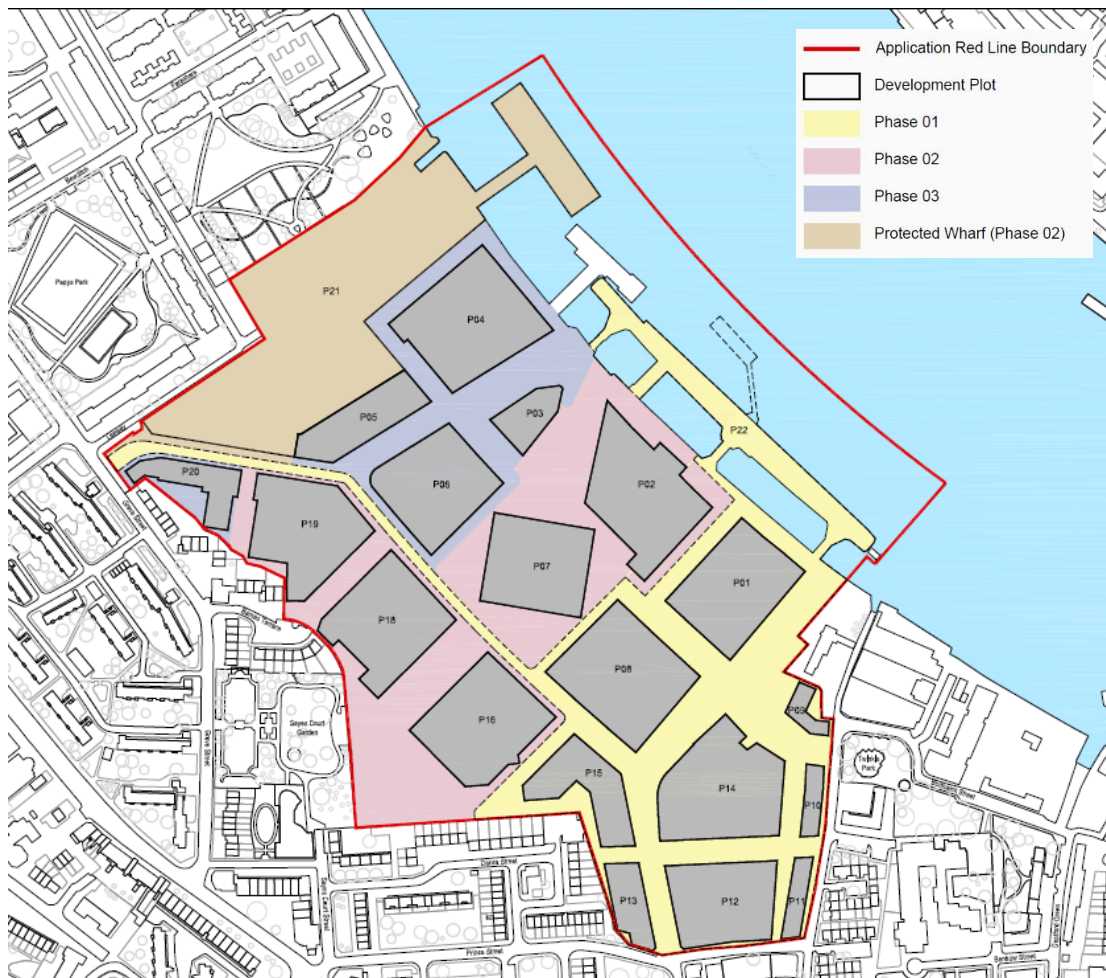


Image 1: Convoys Wharf Outline Plot and Phasing Plan (as amended by DC/18/107740)

2.7 The development has an anticipated 10-15 year build out programme.

2.8 The existing Section 106 Agreement includes the following (this is not an exhaustive list):

Community Infrastructure and Projects

- Primary school - delivery of a 2-Form entry primary school, with an option for increased capacity to 3-Form entry;
- Secondary and post sixteen education - £440,000 (up to £881,000 subject to viability);
- Local open space - £560,000;
- Local heritage and public art - £300,000;

- Community Trust - £250,000;
- Community projects (Lennox and John Evelyn Centre – subject to business plans) - £250,000;
- Feasibility study for the Lennox Project - £20,000;
- Healthcare Facility (subject to a lease with a Healthcare provider - £643,724 in lieu);

Housing

- Delivery of at least 15% affordable housing and a review mechanism
 - At not less than 30% Affordable Rent Dwellings;
 - At not less than 70% Intermediate Dwellings
 - Wheelchair Housing

Employment

- Wharf infrastructure and activation;
- Local employment and training initiatives (including the affordable business space at subsidised rents);
- Employment and Training Contribution - £500,000;

Transport

- Contributions towards highways works to Deptford High Street, Prince Street, Grove Street, Evelyn Street, Oxestalls Road, Deptford Church Street/ Deptford Broadway Junction and other highways in the vicinity - £1,417,500
- Further s278 Highway works to New King Street (widening and public realm improvements) and to northern section of Deptford High Street between Deptford Station and the Evelyn Street/New King Street;
- Pedestrian and cyclists improvements to Deptford Church Street/A2 junction;
- Delivery of river pier for timetabled passenger services and associated land facilities and financial contribution to Riverbus service - £3,000,000;
- New and diverted bus service (plus capacity enhancements to existing services on Evelyn Street) - £5,750,000;
- New and enhanced off-site bus stops - £99, 500;
- Travel Plan for each use (including Travel Plan measures, car club spaces);
- Provision of Controlled Parking Zone - £250,000;
- Air Quality Monitoring - £100,000;
- Delivery of on-site spine road, Thames Path extension and a network of public pedestrian and cycle links within the site;
- Safeguarding of sites for two cycle hire docking stations;
- Monitoring costs - £400,000

Other matters

- Provision of Design and Access Panel to assist the submission of Reserved Matters Applications;
- Provision of Cultural Steering Group;
- Olympia Building Strategy
- Energy strategy (including prioritisation of SELCHP connection);
- CCTV scheme;
- Telecommunications monitoring and mitigation
- Wharf activation provisions.

3.0 SITE DESCRIPTION

- 3.1 The wider Convoys Wharf site is approximately 16.6 hectares (41.2 acres), representing about 50% of Lewisham's River Thames frontage. The majority of the eastern side of the application site forms the administrative boundary with the London Borough of Greenwich. The remainder is formed by the boundary with the Shipwright's Palace (listed Grade II*) which is within the Borough. The surrounding area is predominantly residential with the Pepys Estate and Pepys Park to the west and the Sayes Court Estate to the south. The Pepys Estate, including Aragon Tower, ranges from 3 storeys to 8 storeys with three tall buildings; two at 24 storeys and Aragon Tower at 30 storeys. The Sayes Court Estate is predominantly 3 to 5 storeys with some 11 storey blocks. The site is bounded by Leeway to the north west, properties on Grove Street/Prince Street, Barnes Terrace and Dacca Street to the south and Watergate Street to the east with properties ranging from 2 to 5 storeys.
- 3.2 Existing access to the site is via an entrance at the junction of Prince Street and New King Street. Evelyn Street (A200) and the northern end of Deptford High Street are approximately 100m to the south. Cycle Super Highway 4 is proposed along Evelyn Street in the to commence in June 2020 and be completed by Summer 2021. In terms of public transport services in the area, a number of bus services (47, 188, 199, N1, N47) run along Evelyn Street and one service (199) is routed along Grove Street (although not adjacent to the site). The nearest mainline stations are at Deptford and Greenwich (services to/from Cannon Street and Charing Cross via London Bridge), DLR services are at Greenwich Cutty Sark and Deptford Bridge, Underground services at Canada Water and Surrey Quays and Overground at Surrey Quays.
- 3.3 Approximately 9 hectares of the site is a protected wharf. The wharf is not currently operational. It is subject to a Safeguarding Direction issued by the Secretary of State in June 2000 which requires the Mayor to be consulted prior to the grant of planning permission relating to the area protected. In January, the Mayor approved the final recommendations of the review for submission to the Secretary of State for Housing Communities and Local Government. This recommends that the safeguarding be retained for Convoys Wharf with the boundary of the protected wharf amended to reflect the boundary of the OPP.
- 3.4 The site has a substantial and significant history having been the site of the Royal Dockyard since the 16th century and also the location of Sayes Court Garden and house, once occupied by John Evelyn. This history is visible with the Grade II listed building within the protected wharf area, Olympia Warehouse, constructed as cover to Slipways nos. 2 & 3 in the former Deptford Royal Dockyard. Gate posts at the junction of Grove Street and Leeway and the river wall are also listed Grade II. Other historic features on the site are archaeological remains which include the site of a Tudor Store House (a Scheduled Ancient Monument), a basin to the front of the Olympia Warehouse, the double dry dock and Sayes Court House. English Heritage (now Heritage England) identified Convoys Wharf as an Area of Archaeological Priority where significant buried remains of the former Royal Dockyard are likely to exist. Recent archaeological investigations have shown a number of that a number of archaeological features survive below ground.
- 3.5 A group of mature trees on the northeast corner of the site adjacent to the Shipwright's Palace (which lies outside the application site boundary) are subject to a Tree Preservation Order, as are trees located along the south-western boundary of the site.
- 3.6 The north-west corner of the Convoys Wharf site sits within the protected viewing corridor of St Paul's Cathedral from Greenwich Park and the wider setting consultation area in the foreground and middle ground.
- 3.7 Up until recently, there were 33 buildings on the site which were of late 20th century construction, save for the Olympia Warehouse which dates from 1846. In early 2011, a

number of the modern warehouse buildings were demolished. There are now 5 buildings retained on site, including the listed Olympia Warehouse.

- 3.8 The site has a public transport accessibility level (PTAL) spanning across 1a, 2, and 3.
- 3.9 The site is within the Deptford Creek/Greenwich Riverside Opportunity Area as identified in the London Plan. Convoys Wharf is designated as a Strategic Site within the Core Strategy and is located within the Deptford Regeneration and Growth Area.
- 3.10 Directly to the west of Convoys Wharf is the Oxestalls Road Strategic Site (also known as The Wharves, Deptford) which has planning permission for 1132 new dwellings in buildings ranging from 4-24 storeys. Phase 1 is under construction. Further west is the Plough Way Strategic site which is formed of four plots; Marine Wharf West, Marine Wharf East, Cannon Wharf and sites in Yeoman Street. All have planning permission with the total number of 1244 approved units. The Plough Way sites are now complete.

4.0 RELEVANT PLANNING HISTORY

Background

- 4.1 The site has relatively a limited formal planning history but as set out above, has a long and significant history as a naval dockyard dating from the 17th century which has left an important legacy in the form of archaeological remains on and adjacent to the site. The site was used by Convoys, a subsidiary company of News International Plc, for the importation and transshipment of newspaper products up until September 1999 when Convoys operations were relocated to Medway. Parts the site were then used for storage purposes but the site has been vacant since 2010 and various modern buildings have been demolished.
- 4.2 In 2002 News International submitted an outline application for the comprehensive residential-led mixed use redevelopment of the site for a total of 447,045m² of floorspace providing c. 3,500 with employment, leisure and retail uses. The Council resolved to grant planning permission subject to completion of a S106 agreement, but due to a number of concerns raised by the GLA, principally focused on the protected wharf, affordable housing and transport, the referral was withdrawn at the request of the GLA.
- 4.3 The site was subsequently acquired by the current owners, Hutchinson Whampoa (**HW**), and the planning application was amended but ultimately withdrawn when HW engaged new masterplanners, Farrells and submitted a new outline planning application which led to the grant of the OPP by the Mayor in March 2015.

Other Relevant Applications

- 4.4 An amended phasing plan (Condition 22) was approved on 27th June 2018 as per Image 1 above (planning application reference number DC/18/107740).
- 4.5 DC/19/113231 - An application submitted under Section 96A of the Town and Country Planning Act 1990 for a Non-material amendment in connection with the Planning Permission DC/13/83358 approved (GLA reference D&P/0051c/GC/18) 10th March 2015 for the comprehensive redevelopment of Convoys Wharf to provide a mixed-use development of up to 419,100m² comprising:
- up to 321,000m² residential floorspace (up to 3,500 units) (Use Class C3)
 - up to 15,500m² employment floorspace (Class B1/Live/Work units) including up to 2,200m² for 3 no. potential energy centres
 - wharf with associated vessel moorings and up to 32,200m² of employment floorspace (Sui Generis & Class B2)

- up to 5,810m² of retail and financial and professional services floorspace (Classes A1 & A2)
- up to 4,520m² of restaurant/cafe and drinking establishment floorspace (Classes A3 & A4)
- up to 13,000m² of community/non-residential institution floorspace (Class D1) and assembly and leisure (Class D2)
- up to 27,070m² of hotel floorspace (Class C1)
- river bus jetty and associated structures
- 1,840 car parking spaces together with vehicular access from New King Street and Grove Street
- retention and refurbishment of the Olympia Building and demolition of all remaining non-listed structures on site

In order to allow an amendment to minimum development parameters in relation to P08 and the minimum and maximum development parameters in relation to P15.

- 4.6 Reserved Matters Applications for Plot 15 (DC/19/111912) and Plot 22 (DC/18/107620) and discharge of/approval under conditions in relation to those Plots have also been received by the Council. These applications are the subject of separate reports which are also on the same agenda as the application in relation to Plot 8.
- 4.7 A number of further applications have been submitted and approved in relation to advance site works and other pre-commencement conditions as follows:
- 4.8 DC/15/094797 - Partial details for the advanced site works phase relating to the haul road submitted in partial compliance with Condition (45) (i) (a) and (b) Contamination Studies of the planning permission DC/13/83358 dated 10th March 2015 – Approved 19 February 2016
- 4.9 DC/15/094799 - Details related to the advanced site works phase submitted in partial compliance with Condition 47 Surface Water Control Measures of planning permission DC/13/83358 dated 10th March 2015 – Approved 5 February 2016
- 4.10 DC/15/094800 - Details for the advanced works phase submitted in partial compliance with Conditions (34, 35, 36, 37, 38 and 39) Archaeological Work of the planning permission DC/13/83358 dated 10th March 2015 – Approved 24 February 2016
- 4.11 DC/16/095903 - Details submitted in compliance with Condition (44)(i) Site-Wide Construction Code of Practice of planning permission DC/13/83358 dated 10th March 2015 – Approved 21 April 2016
- 4.12 DC/16/096970 - Details submitted in compliance with Condition (44)(ii) Phase-Specific Construction Code of Practice of planning permission DC/13/83358 dated 10th March 2015 – Approved 01 June 2016
- 4.13 DC/17/100954 - Details submitted in compliance with Condition 6 (River Wall Surveys) of the planning permission DC/13/83358 dated 10th March 2015 – Approved 21st June 2018
- 4.14 DC/17/104961 - Details submitted in compliance with Condition 41 (Ecological Management Strategy) of the planning permission DC/13/83358 dated 10th March 2015 – Approved 23rd March 2018

5.0 THE PROPOSALS AND SCOPE OF ASSESSMENT

- 5.1 This current application seeks approval of Reserved Matters for Plot 08, together with the approval of other details under Conditions 20 and 21 of the OPP and approval/discharge under/of the conditions listed in the Table at paragraph 5.7 below.

5.2 The comprehensive redevelopment of the site has already been assessed and the OPP granted based on a number of development principles and parameters. These include the overall quantum of development and mix of uses, the scale, height and massing of buildings, as well as the general layout of the site including the location of buildings, routes and open spaces.

5.3 Condition 20 of the OPP is set out below. The 'Reserved Matters' required to be approved are the details referred to as layout (20(i)(a)), scale (20(i)(b)), appearance (20(i)(c)), access (20(i)(e)) and landscaping (20(i)(f)). The Town and Country Planning (Development Management Procedure) (England) Order 2015 defines the reserved matters as:

- (i) layout: the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development;
- (ii) scale - the height, width and length of each building proposed within the development in relation to its surroundings;
- (iii) appearance - the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture;
- (iv) landscaping - the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes
 - (a) screening by fences, walls or other means;
 - (b) the planting of trees, hedges, shrubs or grass;
 - (c) the formation of banks, terraces or other earthworks;
 - (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and
 - (e) the provision of other amenity features;
- (v) access: the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

5.4 An application for approval of Reserved Matters is not an application for planning permission. In terms of formal requirements, the Town and Country Planning (Development Management Procedure) (England) Order 2015 states only that applications for approval of reserved matters "must include such particulars, and be accompanied by such plans and drawings, as are necessary to deal with the matters reserved in the outline planning permission".

5.5 It is important to note that as OPP has been granted, the principle of the development and those elements of the development that have already been approved in outline (including the road layout, the overall quantum and mix of uses, the scale, height and massing of buildings and the general layout of the site as identified on the approved parameter plans) do not form part of the current application and are not matters for reconsideration as part of the determination of the proposed reserved matters or other matters submitted for discharge/approval under conditions.

5.6 Condition 20 provides as follows:

Reserved Matters/ approval of details

- i) Development other than works approved under Condition 21 shall not commence in a Phase or Sub-Phase or Plot approved under Condition 22 until layouts, plans,

sections, elevations and other supporting material for that Phase. Sub-Phase or Plot detailing:

- a) Siting and layout of the buildings and other structures;
 - b) Scale and design of the buildings (including floor areas, height and massing);
 - c) External appearance (including samples of the materials and finishes to be used for all external surfaces and including but not limited to roofs, elevation treatment and glazing);
 - d) Measures to appropriately mitigate any potential overlooking issues (including details of proposed privacy screening);
 - e) Means of access (and details of surface treatments) for carriageways, cycleways, footways, footpaths and pedestrian access routes (identifying those which are to be publicly accessible) and routes to/from car parking and cycle storage/parking;
 - f) Hard and soft landscaping and planting, site boundary treatments of all publicly accessible open space and all private open space (including play space, private residential amenity space and communal residential amenity space); and,
 - g) Impact study of the existing water supply infrastructure (to determine the magnitude of any new additional capacity required in the system and a suitable connection point – for approval by the Local Planning Authority in consultation with Thames Water) have been submitted to and approved in writing by the Local Planning Authority.
- ii) The details of publicly accessible routes required to be submitted pursuant to part (i)(e) of this Condition shall include timescales for completion of such publicly accessible routes by reference to the occupation of residential units within the Phase, Sub-Phase or Plot in which they are to be provided.
- iii) The development shall in all aspects be carried out in strict accordance with the details approved under this Condition.
- iv) Not more than the relevant threshold of residential units as specified in the details approved pursuant to part (ii) of this Condition shall be occupied until the publicly accessible routes have been completed in strict accordance with the details approved pursuant to part (i) of this Condition.

Discharge of Conditions

5.7 In addition to the application for the approval of Reserved Matters for Plot 08, the applicant has also applied for approval of the other details required by Condition 20 so far as relevant to Plot 08 and to discharge certain other conditions of the OPP. The relevant conditions are outlined listed below in Table 1. The full wording of each of the conditions can be viewed in the OPP, a copy of which is attached to this Report as Appendix 1.

Number	Title
3(ii)	Microclimate: wind
7	Building design Statement and Tall Buildings Design Statement
8	Reconciliation Statement
10	Housing (Minimum residential space standards)
12(i)	Lighting
13	Heritage Statement
14	Biodiversity
15	Energy Statement
19	Drainage and flood risk
21	Infrastructure and other details
33	Details of cycle parking
45	Contaminated Land

47	Surface water control measures
50(i)	Electric vehicle charging points

Table 1: Conditions sought for discharge

5.8 The details considered below in relation to the Reserved Matters are also material to consideration of other matters required to be approved under Condition 20. The assessment of layout is also relevant to siting (part of 20(i)(a)), the assessments of scale and appearance are also relevant to design (part of 20(i)(b)). The assessment of playspace (part of 20(i)(f)) is also considered under landscaping.

Overview of Plot 08 Proposals

5.9 In accordance with the approved Development Specification (CW05A), the key components of Plot 08 are as follows:

- 37,400 sqm of residential (Class C3) floor space
- 1,450 sqm of shops (Class A1) and financial and professional services (Class A2) floor space; and
- 200 sqm of restaurant and cafes (Class A3) and drinking establishments (Class A4) floor space;

5.10 The approved phasing programme (DC/15/094795 as amended by DC/18/107740) indicates that the works to Plot 08 are to be delivered as part of Phase 1.

5.11 As approved by the OPP, the development plot lies within the Eastern Gateway character area, which would consist of a series of predominantly residential buildings while providing a link from Deptford High Street, along New King Street to the River Thames. Commercial uses would be provided at ground floor level, fronting onto the new streets formed. The location of Plot 08 is indicated by Image 2 below.

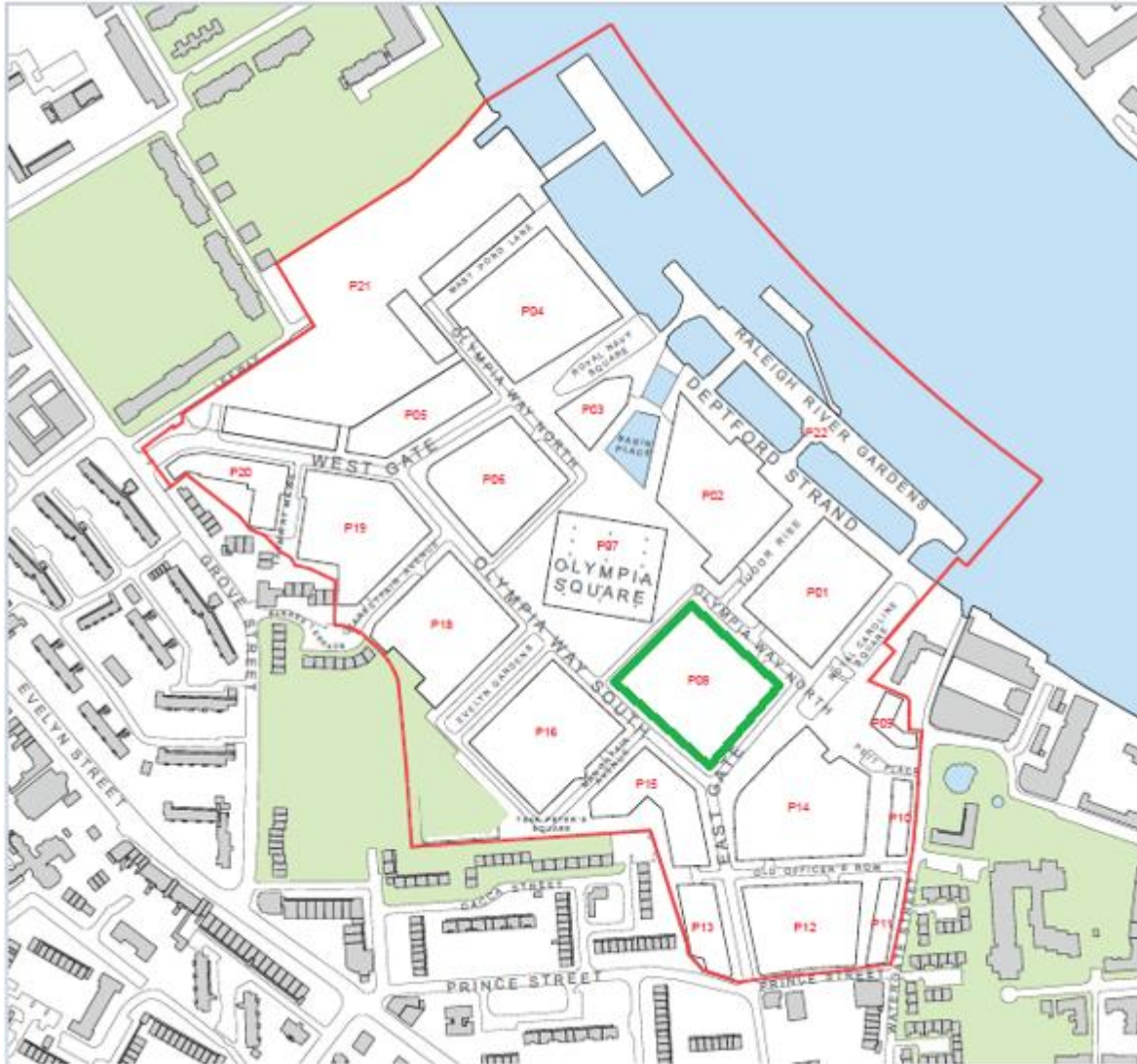


Image 2: Plot 08 (outlined in green) in relation to surrounding development plots

- 5.12 This Reserved Matters Application proposes the construction of “U” shaped perimeter block typology building with a two storey central podium providing shared amenity space for the occupants of P08, surrounded by blocks ranging from 10 to 12 to 14 storeys in height. The proposed heights would range from 11.9m at podium level to 39.9m at 11 storeys to 52.6m at 15 levels of accommodation (14 storeys).
- 5.13 At ground level 1,450sqm of A1/A2 use and 200sqm of A3/A4 use is proposed. At upper levels, the scheme proposes a total of 456 units equating to 275 1B/2P units and 181 2B/4P.
- 5.14 Vehicular access to the site would be provided from New King Street and onto the new access road, with access to the secure car park and servicing on the north-eastern frontage. The Development proposes space for 182 residential car parking spaces and 14 non-residential spaces. There would also be provision for electric vehicle charging points detailed further below.
- 5.15 816 cycle parking spaces are proposed as part of the scheme as follows:
- 776 internal long-stay spaces for residents including;
 - 40 accessible Sheffield stand bays
 - 170 standard Sheffield stand bays
 - 566 two tier stand bays
 - Eight internal short-stay spaces for visitors/residents;

- Four external short-stay spaces for visitors/residents;
- 28 external short-stay spaces for customers

6.0 CONSULTATION

6.1 This section outlines the consultation carried out by the Applicant prior to submission of the current application and the Council following the submission of the application, and summarises the responses received.

Applicant's Consultation

6.2 The applicant engaged the public through a public exhibition which was held at Deptford Methodist Church on Creek Street. Invitations for the exhibitions were sent to local residents around the site, both within the Borough and the London Borough of Greenwich. The applicant has indicated that invitations were sent out to invite local residents and businesses to the public exhibition. The applicant has stated that a further 19 letters were also sent out to local stakeholders and community groups

6.3 The exhibition was held on 7 and 8 July 2017. The exhibition saw 117 visitors attend over the course of the two days. The applicant has stated 50 feedback forms were returned.

6.4 The applicant held two further drop-in consultation events on Saturday 29th February 2020 and Tuesday 3rd March 2020 at the Community Action Centre at Grove Street.

Council's Application Consultation

6.5 The Town and Country Planning (Development Management Procedure) (England) Order 2015 does not prescribe minimum consultation requirements for applications for approval of Reserved Matters or under conditions, nor does the Council's adopted Statement of Community Involvement. However, in common with previous applications and to ensure that statutory and non-statutory consultees as well as members of the public and other interested parties were made aware of the current application, the approach to public consultation for applications for planning permission was adopted. A letter drop was carried out to 1,351 homes and businesses in the area surrounding the application site, an advert was also placed in the Local Press and seven public notices were displayed around the site.

6.6 Emails providing a link to the application were sent to the relevant ward Councillors.

6.7 The following statutory consultees and stakeholders were also consulted:

- Docklands Light Railway
- Environment Agency
- Greater London Authority
- Historic England
- Highways England
- London Borough of Tower Hamlets
- London Borough of Southwark
- London City Airport
- London Fire and Emergency Authority
- Metropolitan Police Designing Out Crime Officer (Lewisham)
- Museum of London
- National Grid
- Natural England
- Network Rail
- Port of London Authority

- Royal Borough of Greenwich
- Thames Water
- Transport for London

6.8 The following local groups were consulted:

- Creekside Education Trust
- Creekside Forum
- Deptford Folk
- Deptford High Street Association
- Deptford Neighbourhood Action
- Friends of the Earth
- Lewisham Cyclists
- Lewisham Street Traders Association
- London Wildlife Trust
- Greater London Industrial Archaeology Society
- Greenwich Conservation Group
- Greenwich Society
- Naval Dockyards Society
- Pepys Community Forum
- Royal Parks Agency
- The Victorian Society
- Voice4Deptford

6.9 The following Council services were consulted:

- Drainage and Flood Risk
- Ecological Regeneration
- Education
- Environmental Protection
- Highways
- Housing Strategy
- Parks

6.10 In addition, the application has been advertised and consulted upon pursuant to the Town and Country Planning (Development Management Procedure) Order 2010.

6.11 The objections received and Officer responses with cross-references to where they are addressed within this Report are set out below. It is relevant to note that a number of the objections raise matters that relate to principles of the development that have previously been approved under the OPP. Whilst these are reported so that Members are aware of the range of comments received, they are not material considerations in the determination of this current application. Accordingly, weight should only be given to those comments which relate to the Reserved Matters as defined or otherwise relate to the subject matter of the conditions under consideration.

6.12 Following the initial consultation, the Council carried out a further reconsultation in February 2020 where another letter drop was carried out to 1,351 homes and businesses in the area surrounding the application site and an advert was also placed in the Local Press.

Written responses from Ward Councillors and Members of Parliament

6.13 Objections have been received from the Evelyn Ward Councillors and Vicky Foxcroft MP. A comment from a Tower Hamlets MP was received stating that residents in Tower Hamlets should be consulted – officers confirmed that this has occurred. The objections from the Evelyn Ward Councillors are summarised in Table 2 below:

Summary of Representations	Officer Response (paragraph)
The proposed design does not complement or acknowledge the rich heritage of the site	8.46-8.56, 8.98-8.151, 8.119-8.135
No social homes are proposed for P08	8.17-8.18
No family homes are proposed for P08	8.17-8.18
The submission fails to take account of air quality	8.297-8.301
No additional provision for outdoor play areas for the children of residents. Little outdoor play space, none of which is suitable for children over 5.	8.91-8.97
The consultation carried out by the applicant is completely inadequate, particularly when compared to other schemes	6.2-6.18

Table 2: Summary and officer response to Evelyn Ward Councillor's representations

6.14 The objections from Vicky Foxcroft MP are summarised in Table 3 below:

Summary of Representations	Officer Response (paragraph)
Block 08 is comprised entirely of private accommodation, none larger than two bedrooms. Deptford residents need socially rented, family sized properties of three beds or more.	8.17-8.18
In their Core Strategy Policy 1, the London Borough of Lewisham committed to seek 50% affordable housing in all new developments. Affordable housing in this context would be split at 70% social rented and 30% intermediate housing and yet no socially rented homes are planned at Block 08.	8.17-8.18
There has been no financial transparency on behalf of the applicant	See Executive Summary
The cultural significance of the application site has been ignored by the current plans	8.98-8.129
The proposed layout of the units is to the detriment of young children	8.91-8.97
The applicant provides no outdoor playspace for the children of residents	8.91-8.97

Table 3: Summary and officer response to Vicky Foxcroft MP's representations

Written Responses received from Local Residents and Organisations

6.15 As a result of the public consultation process, 81 representations were received objecting to the proposed development, these included objections from Alliance for Childhood, Deptford Folk, Pepys Community Forum and Voice4Deptford. A summary of the representations is outlined in Table 4 below.

6.16 The representations from community groups and the public are summarised as follows:

Summary of Representations	Officer Response (paragraph)
<i>Design and Appearance</i>	
The building fails to take advantage of surrounding architectural design	8.119-8.135
The mixed-use development does not correspond to the history of the site	8.30-8.168
The design for P08 is three years old and is outdated	8.119-8.135

The design of P08 blocks the creation of a straight line of travel to the river	8.31
Plot 08 needs to have much more vegetation to comply with draft London Plan Policy G5 “Urban Greening” as well as climate change policies	8.136-8.145
The building should be context-sensitive and site specific with much more green vegetation and landscape all of which should reflect its historic significance.	8.119-8.135
The brick facade does not represent the traditional style of brickwork. The use of brickwork in the facade could bring a playful and artistic sense of heritage and quality design	8.48-8.59
The building in Plot 08 will be brick clad yet lacks the character of maritime Deptford. It has the ‘anywhere’ appearance of an international style. More attention should be paid to ways to make it part of the Deptford style.	8.48-8.59
The colonnade is nondescript and the plan in the design process which has arches rather than lintels makes a stronger reference to the built heritage of the neighbourhood compared with what is being proposed.	8.57
The balconies are thoughtless and boring	8.48-8.59
The area should be a community skypark for residents	8.91-8.97, 8.83
Plot 08, is awkwardly angled both relative to the Grade II listed Olympia Warehouse and blocks the long vista of the ‘arrow head’ from Deptford High Street	8.26-8.34
The Grade II Listed Olympia warehouse – which is and should be centre stage – is being severely marginalized by surrounding very tall towers and high/wide buildings	8.26-8.34
<i>Consultation</i>	
There has not been extensive consultation in relation to proposals for Plot 08	6.2-6.18
The application should not be considered until adequate consultation has taken place	6.2-6.18
<i>Playspace and Young People</i>	
There is no intervisibility between young parents and children provided by the playspace proposed	8.91-8.97
Play provision on Convoys Wharf is inadequate and there has not been sufficient investment locally to provide opportunities for play offsite. There should be appropriate provision for different age groups, including older children and teenagers within 400 metres of the development and be accessible via a safe route from children’s homes	8.91-8.97
Young people need to be involved in the design process	8.91-8.97
There is a lack of communal play space for older children	2.8, 8.91-8.97

<i>Accommodation</i>	
85% of the development would be luxurious residential	8.17-8.19
Plot 08 proposes no social housing	8.17-8.19
Plot 08 does not provide any affordable family accommodation.	8.12
Plot 08 does not propose the correct tenure mix to promote mixed and balanced communities in the borough	8.13-8.19
Plot 08 does not provide a mix of unit sizes appropriate to the location.	8.14
The flats appear cramped with inefficient floor layouts, built to the minimum space standards.	8.20
A viability argument should not be accepted as a reason for not providing more affordable housing	See Executive Summary
The Convoys Wharf Outline Planning permission offers, overall, 85% private luxury apartments and just 15% 'affordable', that is only 500 out of the 3,500 units	8.17-8.19
<i>Infrastructure and Highways</i>	
There is a shortage of school places in the area	See Executive Summary
There is not adequate GP facilities in the area	See Executive Summary
The site does not have an appropriate PTAL for the scale proposed	2.5
All reserved matters applications for Convoys Wharf must demonstrate the application of the Healthy Streets approach (TfL Policy).	8.240-8.247
There must be a timescale for the introduction of publicly accessible riverboat services. The agreed outline permission states that "Delivery of the facility would be the subject of 3rd party agreement". Lewisham Council needs to liaise with the GLA and TfL to ensure this happens at the earliest possible opportunity.	Required to be delivered prior to occupation of 750 residential units
<i>Environment</i>	
Why has no space been allocated to biodiversity or growing of food?	8.8-8.11
<i>Other</i>	
The outline planning permission has timed out	See Executive Summary
A new more imaginative cultural strategy is required and the applicant has failed to meet their requirements outlined in the S106 in this regard	See Executive Summary
The Cultural Steering Group has been non-functional	See Executive Summary
Lack of financial viability transparency	See Executive Summary
Disregard for fire regulations outlined in the applicant's design and access statement	8.314-8.319
Flood risk and sustainable drainage must be properly considered	8.167-8.175, 8.302-8.306
The units on the ground floor of Plot 08 are for business and amenity use. These should be fully fitted (not "Shell & Core") with a marketing	8.8-8.11

strategy in place. There must be a guarantee that these units will not be converted to residential use	
The development must ensure the provision and future management of free drinking water at appropriate locations in new or redeveloped public realm. Free drinking water fountains that can refill water bottles as well as be drunk from should be provided in appropriate locations in the public realm.	The applicant states that this will be addressed in future Reserved Matters applications in appropriate locations around the site

Table 4: Summary and officer response to representations received

- 6.17 Given the application received 81 representations objecting to the proposed development, a Local Meeting was carried out in accordance with the Council's Statement of Community Involvement.
- 6.18 Circa 35 people (excluding officers and representatives of the applicant) attended the Local Meeting, which was held at the Evelyn Community Centre, in close proximity to the application site, on 30th July 2019. The minutes of the local meeting are attached as Appendix 2.

Written Responses received from Statutory Agencies and Authorities

Docklands Light Railway

- 6.19 No response

Environment Agency

- 6.20 Flood risk

- 6.21 We note that the site is located in Flood Zone 3 which is defined as having a 'high probability' of river and sea flooding by the 'flood risk and coastal change' section of the national Planning Practice Guidance (PPG) (Table 1: flood zones of the flood zone and flood risk tables).

- 6.22 Please note that there may be other sources of flooding which affect this site – such as surface water and groundwater flooding – which are not within our direct remit, but nevertheless could be important considerations for managing flood risk for the proposed development. Indeed, consideration of other sources of flooding may be necessary to inform suitable mitigation measures to reduce the impact of any such flooding. Under the Flood & Water Management Act 2010, the Lead Local Flood Authority (LLFA) has the lead role in such flooding matters.

- 6.23 Flood mitigation measures

- 6.24 We strongly recommend that 'more vulnerable' residential accommodation, particularly sleeping accommodation, is set at the first floor level and above, or, if this approach is not possible, above the modelled flood level. We are pleased to note that no residential accommodation will be situated at the ground floor level within Plot 08, as indicated on the submitted ground, first and second floor plans by Farrells (dated February 2018 with references CON4-PA-05- 100, CON4-PA-05-101 and CON4-PA-05-102 respectively).

- 6.25 Groundwater and land contamination

- 6.26 As this is a phased development, the following comments relate to the discharge of planning conditions with respect to Plot 08 only:

- 6.27 Surface water drainage – condition 19

- 6.28 We have reviewed the submitted drainage strategy by Cundall Johnston & Partners LLP (dated 14 February 2018 with reference 1011666-RPT-C002, Revision C). As surface water will discharge to the surface water sewer and will not be discharged to ground, we have no concerns with the proposed surface water drainage strategy and have no further comments to make from a groundwater protection perspective.
- 6.29 Foundation design and groundworks – condition 38 (Planning Officers note that this is not included within the scope of the current application)
- 6.30 We have reviewed the submitted foundation method statement by AECOM (dated February 2018). As continuous flight auger (CFA) piling will be used, we have no concerns with the proposed foundation methodology.
- 6.31 Contaminated land (site investigation; remediation scheme) – condition 45(i)
- 6.32 We have reviewed the submitted remediation strategy by AECOM Infrastructure & Environment UK Ltd (dated 31 January 2018 with reference CW-PO8-ACE-1220- 011-E-01), in conjunction with the site-wide remediation strategy by AECOM Infrastructure & Environment UK Ltd (dated 22 October 2015 with reference CWCWM- ACE-RP-1220-001-E-04). We understand that a remediation strategy will be submitted for each plot of the phased development, with each remediation strategy being informed by relevant site investigation works. We therefore accept, and have no concerns with, the submitted remediation strategy for Plot 08. We look forward to receiving further remediation strategies for each plot of the phased development in due course.

Greater London Authority

- 6.33 Confirmed no objection.

Historic England (Designated Built Heritage Assets)

- 6.34 Confirmed no objection.

Historic England (Greater London Archaeology Advisory Service)

- 6.35 Initially raised objection with regard to detail provided in relation to archaeological conditions, the proposed remediation strategy and the applicant's response to Condition 13 of the Outline Planning Permission – this is outlined in detail in assessment below. Historic England are now satisfied that the proposed development suitably addresses Condition 13 of the OPP and their concerns regarding the remediation strategy. The archaeological conditions have been removed from the scope of this application

London Borough of Southwark

- 6.36 Raised several queries in relation to the Transport Statement. These were provided by officers and no further comment received.

London Borough of Tower Hamlets

- 6.37 No response

London City Airport

- 6.38 No response

London Fire and Emergency Authority

- 6.39 With reference to planning application DC/18/107698, requesting advice in respect of the abovementioned premises, please refer to the comments below.
- 6.40 Pump appliance access and water supplies for the fire service were not specifically addressed in the supplied documentation, however they do appear adequate. In other respects this proposal should conform to the requirements of part 85 of Approved Document B.
- Metropolitan Police Designing Out Crime Officer (Lewisham)*
- 6.41 No objection subject to Secured By Design condition
- Museum of London*
- 6.42 No response
- National Grid*
- 6.43 No response
- Natural England*
- 6.44 Natural England currently has no comment to make on the reserved matters pursuant to conditions.
- 6.45 Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again. Before sending us any further consultations regarding this development, please assess whether the changes proposed will materially affect any of the advice we have previously offered. If they are unlikely to do so, please do not re-consult us.
- Network Rail*
- 6.46 No response
- Port of London Authority*
- 6.47 No response
- Royal Borough of Greenwich*
- 6.48 No response
- Thames Water*
- 6.49 Thames Water confirm they are happy for the foul water condition referenced, to be discharged based on the information submitted.
- 6.50 Thames Water confirm they are happy for the surface water condition referenced to be discharged based on the information submitted.
- 6.51 TW agree to discharge condition 20 in relation to water infrastructure.
- Transport for London*
- 6.52 Raised Car Parking

- 6.53 182 off-street residential parking bays are proposed which includes 46 accessible bays, 42 electric parking bays and 94 standard bays. The quantum of car parking proposed is within the London permitted levels and also within the levels agreed at the outline stage which is welcomed. TfL requests that additional information on car parking management be provided which includes a strategy for how the proposed provision will be allocated. For the residential spaces, consideration should be given to allocating the spaces to the larger units only. Information on how the 14 on-street spaces will be managed should also be included to prevent the misuse of the spaces.
- 6.54 Electric Parking Provision
- 6.55 The proposed provision of 23% active and up to 40% passive provision for electric vehicle charging is welcomed. The new draft London Plan requires 20% active provision and passive provision for all remaining spaces. We request the applicant considers increasing their passive provision to encompass all car parking spaces so that the site is future proofed for the use of electric vehicles and help meet the Mayor's target for carbon-free travel by 2050.
- 6.56 Car Club Parking Provision
- 6.57 The two proposed car club bays are welcomed and it is noted that there is the potential to increase this to four bays at a later stage to meet the levels of demand. It is not clear from the submitted drawings where the space for these additional two bays is being safeguarded and we request that the applicant submits additional information to clarify this.
- 6.58 Cycle Parking
- 6.59 The planning statement and transport statement to support the application states that the cycle provision will be the following:
- 844 in total broken down as follows:
 - 784 Internal long stay for residential
 - 8 Internal short stay for residential
 - 4 external short stay for residential
 - 28 external short stay for retail
 - 20 internal long stay for retail
- 6.60 This level of provision is acceptable and in line with the minimum standards of the draft London Plan. However the drawings included within the Design and Assess Statement and the Transport Statement all refer to a total cycle parking provision of 836 does not accurately reflect the 844 actual total proposed. TfL requests that the plans are updated so that all required cycle parking is provided.
- 6.61 Travel Plan
- 6.62 The submitted Transport Statement states that Site-wide and Phase specific Travel Plans will be submitted within 12 months of commencement which is in line with the Section 106 agreement from the outline scheme.
- 6.63 It is noted that the Framework Travel Plan proposed a target for at least 75% of construction workers to travel by sustainable modes, however the baseline targets in the FTP were all 'To be confirmed'. TfL requests if any further information on this can be provided by the applicant at this stage considering that construction workers will be on site before any further Travel Plans are produced for the site.
- 6.64 Delivery and Servicing

- 6.65 TfL requests that a Delivery and Servicing Plan (DSP) be produced in line with Policy T7 of the draft London Plan and TfL guidance. The DSP should identify efficiency and sustainability measures to be undertaken once developments are operational is submitted to and approved by London Borough of Lewisham in conjunction with TfL prior to occupation. The DSP should also include any relevant information on how the loading bays will be managed (it is noted that one of the bays is temporary) and if any side wide procurement strategies could be implemented e.g. commercial refuse. TfL further requests that the submission of the plans should be secured via appropriate planning conditions.
- 6.66 Construction Logistics Plan
- 6.67 TfL requests that a Construction Logistics Plan (CLP), as referred to in the draft London Plan Policy T7, which identifies efficiency and sustainability measures to be undertaken while developments are being built is submitted to and approved by London Borough of Lewisham in conjunction with TfL before construction work commences on site. TfL further requests that the submission of the plans should be secured via appropriate planning conditions.
- 6.68 Cycle Hire
- 6.69 Condition 18 of the outline consent states that details of areas at the site to be safeguarded for cycle hire docking stations be submitted with the first RMA for phase 1. It is noted in the submitted material that this will be done as part of the second RMA application for Plot 01 which is targeted for 2019. TfL are supportive of this and request the appropriate planning conditions are amended to reflect this requirement.
- 6.70 In conclusion, TfL requests additional information is provided as outlined above prior to being supportive of the application.

Responses from Council Departments

Drainage and Flood Risk

- 6.71 Initial objections raised as follows:
- The applicant has not stated the greenfield runoff so we are unable to assess the runoff proposals against the requirements of the London Plan.
 - There are two different proposed runoff rates stated within the documentation – 5.92 l/s and 46 l/s. This will need to be clarified and then assessed against the greenfield runoff rate.
 - There have been no calculations submitted which outline how much storage is required in order to achieve the proposed runoff rate.
 - The drainage strategy is unclear – for example, how is the storage at podium level achieved.
 - According to the London Plan, there should be no surcharging during the 30yr event, while the applicant has designed the system to possibly surcharge but not flood during the 30yr event.
 - We cannot find the cited AECOM's drainage strategy document for the Convoys Wharf drainage infrastructure which is described as containing information in terms of attenuation and discharge rates and a maintenance plan.
- 6.72 Please can the applicant submit information which:
- Informs on what the greenfield runoff rate for the site is
 - Clarifies what the proposed discharge rate is
 - Provides calculations which support the storage requirements in order to achieve the proposed runoff rate

- Clearly sets out the proposed drainage strategy and how these features will work
- Addresses the London Plan's policies on on-site flood risk in terms of surcharging water.
- Provides the cited Drainage Strategy (AECOM) for reference.

Ecological Regeneration

- 6.73 Please be mindful that the lighting strategy and reasoning for a dark corridor was to enable bats to travel north to south and connect with the Thames. I concede that this can be a challenge for the developer but it should not be forgotten and we should not collude with the assertion that the dark corridor is the Thames itself as has been implied in the lighting strategy.
- 6.74 Please can we therefore seek assurances that the design principle of a north south corridor is acknowledged and explored.

Education

- 6.75 No response

Environmental Protection

- 6.76 Request plot specific land contamination documents as required by condition 45.

Highways

- 6.77 I have reviewed the Plot 08 Transport Statement Addendum that was submitted in response to my initial comments on the application, and can confirm based on the additional details provided the proposal is unobjectionable subject to the following:
- 6.78 A phase-specific Code of Construction Practice is required prior to commencement of works at the site. The document should include a commitment to participate in the Evelyn Street Corridor Construction Logistics Plan Forum.
- 6.79 Cycle parking details are required, cycle parking at the site should be in accordance with London Cycle Design Standards.
- 6.80 A Car Parking management Plan should be provided prior to occupation, it should include details of how off-street parking (within the block) will be allocated, and how on-street parking (including the proposed loading bays, the turning head & car club bays) and any informal parking in the public realm will be enforced/managed.
- 6.81 The plan should include details of how access to the car park will be controlled (i.e. barrier or fob system).
- 6.82 Details of the proposed Electric charging points should be provided (in accordance with London Plan standards).
- 6.83 A Delivery & Servicing Plan should be provided prior to occupation, it should include details of facilities (such as concierge services, caretaker services or holding areas) which could minimise the impact of delivery & servicing activities at the site. A Waste management strategy should be included within the Delivery & Servicing Plan, it should identify collection areas within 10m drag distance of the carriageway.
- 6.84 The proposed access to the site for Plot 08 will be via Prince Street /New King Street, and it is proposed that the access via Grove Street would only be used as an emergency access. To facilitate/enable service and emergency vehicle access to the site (as illustrated in the swept path analysis drawings submitted within Appendix B Transport Statement

Addendum), the applicant is required enter into a S278 Agreement with the Highway Authority to secure improvement works to the Prince Street /New King Street junction and waiting restrictions along the service vehicle route between the application site and Evelyn Street.

- 6.85 An assessment of pedestrian comfort levels was also undertaken in the Transport Statement Addendum to determine if the proposed width of internal footways are appropriate. The assessment concluded the proposed footways are of adequate width to accommodate all expected future pedestrian demand, for Plot 08 and the wider consented scheme. However, the assessment did identify (In section 8.8) that the “proposed footway which runs along the north-eastern side of Plot 08 typically varies between 2.4-3.5m in width at the proposed locations of on-street parking bays, lighting columns and cycle parking, and the narrowest section (2.4m) is situated between a lighting column and the proposed building edge”. Given the density of the development and the predicted footfall within the site, to future-proof the development it would be desirable for all footways to be a minimum of 3m wide.
- 6.86 In addition, the Transport Statement Addendum (Section 8.10) also confirms the “ footways on the eastern and western sides of the spine road typically vary between 2.7-3.1m in width, reducing to 2.0-2.3m in width at the proposed locations of lighting columns”. However, the spine road will be used by a bus route and have bus stops in the future , as a result it would be desirable for the footways to be a minimum of 3m wide on the spine road.
- 6.87 A high quality pedestrian/cycle environment is required to encourage the occupiers to use sustainable modes of travel to from the site, and the Transport Statement doesn’t assess the pedestrian/cycle routes between the site and public transport modes. So, a Healthy Street Audit of the pedestrian/cycle routes between the site and public transport modes should be undertaken (secured by condition / obligation. And the transport contribution within the S106 should be used to address any deficiencies identified in the audit
- 6.88 The Controlled Parking Zone contribution (secured in the outline scheme) will be used to ensure any parking demand associated with the development is mitigated controlled. Future residents of the development will be exempt from obtaining permits for any Controlled Parking Zone introduced in the vicinity of the site.
- 6.89 A site-wide Residential Travel Plan and a site-wide Non-Residential Travel Plan should be provided for Plot 08 prior to occupation, it should include a phase-specific Residential Travel Plan and phase-specific Non-Residential Travel Plan. The Plan should include details of the Car club strategy for the plot.

Housing Strategy

- 6.90 No response

Parks

- 6.91 No response

Design and Access Panel

- 6.92 The S106 agreement requires that an independent Design and Access Panel (DAP) be formed, responsible for providing advice and guidance on matters relating to design and design quality and access in relation to the development.
- 6.93 The S106 requires that the membership of the DAP comprise the following 3 persons nominated by the Council and 3 persons nominated by the owner.

6.94 The DAP met twice in relation to the proposed Reserved Matters Application for Plot 08 in March and May 2017. Following the initial meeting, the applicant responded to comments received from the panel. The outcome of the second meeting is summarised as below.

6.95 The panel supported the following:

- The overall direction the detailed design is taking
- The strengthening of the façade treatment
- The decision to focus on brick as the key material
- Greater emphasis on ground-floor character
- The introduction of colonnades
- Development of thinking about colour
- More thinking about privacy and use of frits/screens
- Development of a strong balcony strategy
- The 'open' glazed corners idea
- General approach to landscape materials
- Generous road widths and tree provision
- An element of on-street parking

6.96 The following additional points of consideration were raised:

- Consider the relationship between brick and metal, where they meet.
- Has the greater emphasis on base, middle and top resulted in a loss of the strongly vertical nature of the earlier design?
- Consider the treatment of the upper levels
- It would be helpful to develop a strategy for use of open corners not just in relation to each building but in thinking about the overall site itself
- The way the courtyard (podium) is used should be the subject of a narrative that takes account of the fact that it will be for use by residents only
- The street experience of walkers-by should be understood in order to make final decisions on landscape treatment/security
- Thinking about narrative of use could also help decisions about activities on roof terraces
- On the same basis, try to predict the likely of movement of pedestrians or cyclist based on their desire to use direct routes and/or lines of sight; this would encourage designing for desire lines, not the plan view
- The colonnade design is a great architectural opportunity; the feeling was that it is helpful to express how the blocks meet the ground rather than disguise it
- It appeared that the frit strategy for privacy could be refined to minimise cost while maximising distinctiveness.
- The panel was strongly in favour of using 'normal' London/Lewisham street signage, tree species and street furniture, making the development feel natural, rather than a developer drop-in.

6.97 The applicant has advised as to how the design has evolved and how they have responded to the comments received by the Design and Access Panel in the Design and Access Statement submitted with this application.

7.0 POLICY CONTEXT

Introduction

7.1 An application for approval of reserved matters or for discharge of/approval under conditions is not an application for planning permission. Accordingly, the provisions of Section 70(2) of the Town and Country Planning Act 1990 (as amended), which sets out

the considerations the local planning authority must have regard to in determining applications for planning permission, do not apply in the determination of this application for approval of reserved matters.

- 7.2 Notwithstanding the statutory provisions, there development plan for Lewisham and other policies which are relevant in assessing the current application. These are set out below.

DEVELOPMENT PLAN

- 7.3 The Development Plan comprises:

- London Plan Consolidated With Alterations Since 2011 (March 2016) (**LPP**)
- Lewisham Core Strategy (June 2011) (**CSP**)
- Lewisham Development Management Local Plan (November 2014) (**DMP**)
- Lewisham Site Allocations Local Plan (June 2013) (**SALP**)

- 7.4 The London Plan has been reviewed and a new draft London Plan produced (DLPP). This has been subject to public examination and an 'Intend to Publish' version subsequently issued by the Mayor of London in December 2019. This has now been reviewed by the Secretary of State and a response outlining amendments has been issued. The DLPP is now with the Mayor of London to informally agree amended text with the MHCLG and Secretary of State. Although not yet part of the adopted development plan, given its advanced stage the draft New London Plan carries some weight as a material consideration in planning decisions. The relevant draft policies are discussed within the report.

NATIONAL POLICY & GUIDANCE

- 7.5 National policy and guidance comprises the following:

- National Planning Policy Framework 2019 (**NPPF**)
- National Planning Policy Guidance
- National Design Guidance 2019

- 7.6 London Plan SPG/SPD:

- Planning for Equality and Diversity in London (October 2007)
- London View Management Framework (March 2012)
- All London Green Grid (March 2012)
- Play and Informal Recreation (September 2012)
- Sustainable Design and Construction (April 2014)
- Character and Context (June 2014)
- The control of dust and emissions during construction and demolition (July 2014)
- Accessible London: Achieving an Inclusive Environment (October 2014)
- Social Infrastructure (May 2015)
- Housing (March 2016)
- Homes for Londoners: Affordable Housing & Viability (August 2017)
- Culture & Night Time Economy (November 2017)
- Energy Assessment Guidance (October 2018)

NEIGHBOURHOOD PLAN

- 7.7 The application site is located within the Deptford Neighbourhood Action (DNA) (who have been recognised by Lewisham Council as a Neighbourhood Forum since February 2016) designated Neighbourhood Area. DNA are currently progressing their neighbourhood plan and Regulation 14 consultation was commenced in October 2019 – this is still ongoing. Given the early stage of the preparation of the neighbourhood plan, this does not currently carry weight in the consideration of applications.

8.0 PLANNING CONSIDERATIONS

- 8.1 The principle of comprehensive redevelopment of the site has been approved through the OPP. This permission approved the overall quantum of development and land use mix, the scale, height and massing of buildings, and the site layout and access as well as the detail of the new road layout.
- 8.2 Accordingly, the issues for consideration in the determination of the current application relate only to the Reserved Matters for Plot 08 and those details required by the conditions in respect of which discharge/approval is sought.
- 8.3 The main issues to be considered in the determination of this application and related scheme details are:
- Compliance with the Approved Development Parameters
 - Reserved Matters
 - Layout
 - Scale
 - Appearance
 - Access
 - Landscaping
 - Other details under Condition 20, Condition 21 and other Conditions
 - Environmental Considerations
 - Other Matters and Response to Objections

COMPLIANCE WITH THE APPROVED DEVELOPMENT PARAMETERS

Background to Approved Parameters

- 8.4 Condition 2 on the OPP approved and requires compliance with a series of parameter plans. Document CW05A Development Specification (dated February 2014) was also approved and required to be complied with.
- 8.5 This document provides:
- a coherent framework for the regeneration of the area;
 - a clear statement of the parameters, constraints and restrictions to which the site must adhere under the terms of the OPP; and
 - a flexible framework which is capable of responding to the needs of the scheme within the boundaries of the Environmental Statement (ES).
- 8.6 There are 18 approved Parameter Plans, which set out the parameters within which applications for approval of Reserved Matters and other approvals under the planning permission must adhere to.

8.7 The Parameter Plans are as follows:

- Parameter Plan 01 Planning Application Boundary
- Parameter Plan 02 Existing Site Levels
- Parameter Plan 03 Existing Site Sections 01
- Parameter Plan 04 Existing Site Section 02
- Parameter Plan 05 Existing Building Heights
- Parameter Plan 06 Key Development Plot Plan
- Parameter Plan 07 Proposed Site Levels
- Parameter Plan 08 Open Space
- Parameter Plan 09 Maximum Development Basement Levels
- Parameter Plan 10 Maximum Development Plot Parameters
- Parameter Plan 11 Minimum Development Plot Parameters
- Parameter Plan 12 Max/Min Development Plot Horizontal Deviation
- Parameter Plan 13 Circulation - Main Vehicular Access
- Parameter Plan 14 Circulation - Pedestrian Access
- Parameter Plan 15 Circulation - Public Transport
- Parameter Plan 16 Circulation - Cycle Routes and Cycle Stations
- Parameter Plan 17 Circulation - Parking Areas on Street
- Parameter Plan 18 Phasing Plan

Compliance with Development Plot Maximum Floorspace

8.8 The key components of Development Plot P08 are, as approved by the OPP are as follows:

- 37,400 sqm of residential (Class C3) floor space
- 1,450 sqm of shops (Class A1) and financial and professional services (Class A2) floor space; and
- 200 sqm of restaurant and cafes (Class A3) and drinking establishments (Class A4) floor space;

8.9 This Reserved Matters Application proposes 456 residential units totalling 35,750sqm (GEA) which is within the 37,400sqm maximum parameter.

8.10 At ground level 1,450sqm (GEA) of A1/A2 use and 200sqm (GEA) of A3/A4 use is proposed, which are both within the maximum approved parameters.

8.11 Thus the quantum of development proposed for Plot 08 accords with the OPP.

Compliance with Residential Mix Parameters

Housing Mix

8.12 The Development Specification also prescribes the Housing Mix under the OPP. As approved by the OPP, the development will include up to 3,500 residential units. A mix of units is proposed and 15% by units will be affordable. The affordable housing will include affordable rent and intermediate tenures as defined by the Section 106 agreement (March 2015). These figures relate to the whole of the development

Housing Type	Private	Affordable Rent	Intermediate	Total
1B/2P	40-45%	18-23%	25-30%	35-45%
2B/4P	40-45%	38-43%	65-74%	42-48%

3B6P	10-14%	27-33%	1-6%	10-14%
4B 6/7/8P	2-4%	2-7%	0%	2-4%

Table 5: Approved tenure and housing mix parameters

8.13 The proposed mix for P08 is as follows:

Housing Type	Private	Affordable Rent	Intermediate	Total
1B/2P	60%	0%	0%	60%
2B/4P	40%	0%	0%	40%
3B6P	0%	0%	0%	0%
4B 6/7/8P	0%	0%	0%	0%

Table 6: Proposed tenure and housing mix

8.14 The Council has acknowledged that there will need to be flexibility to allow the mix of individual plots and phases to respond to the characteristics and constraints of the various character areas in the Convoys Wharf Masterplan and, therefore, individual plots and phases may over or under provide against the overall targets. What is important is that scheme wide, the development is in accordance with the tenure and housing mix parameters overall. The Reserved Matters Application for P08 is the first to be submitted under the OPP. Whilst Plot 08 does not reflect the requirements of the housing mix, such mix is not required to be delivered on a plot by plot basis, but is site-wide. A Reconciliation Statement is required to be submitted with each Reserved Matters Application to demonstrate that this will be achieved on completion of the development. [A Reconciliation Statement has been submitted with the application which shows is consistent with the overall proposals for the site, as established by the Development Specification CW05A (February 2014) and Parameter Plans. The cumulative totals will inform the future development briefs for future plots to ensure that the housing mix complies with the overall requirements. Compliance with the site-wide OPP requirements will be monitored through the Reconciliation Statements.

8.15 456 net new homes are proposed for Plot 08. The current London Plan sets an annual target for the Borough of 1,385 new homes until 2025. The emerging draft London Plan, if unchanged, would increase this to 1,667. The proposal thus attributes to 33% of the annual output for the adopted London Plan target or 27% of the annual output for the Draft London Plan.

8.16 It is considered that the proposed housing mix for Plot 08 is acceptable.

Tenure Mix

8.17 The minimum provision for affordable housing under the existing Section 106 agreement is a minimum of 15% of the total dwellings (by habitable room) across the development. The tenure split is 30% Affordable Rent Dwellings and 70% Intermediate Dwellings. The overall level of provision is subject to viability review. The Section 106 Agreement also requires that not less than 15% (by Habitable Room) of the total Dwellings in Phase 1 are provided as Affordable Housing Dwellings. The Agreement does not require that all Plots must include an element of affordable housing. Rather, delivery is dealt with on a Phase by Phase basis. Plot 15 has been brought forward to enable early delivery of affordable housing. Not less than 50% of the Market Dwellings in Phase 1 are to be occupied until at least 50% of the Affordable Housing Dwellings to be provided in that Phase (15% of the total dwellings by habitable room) have been completed and Transferred to a Registered

Provider and written notice of such transfer has been given to the Council. All of the Affordable Housing Dwellings are to be provided and transferred and notice given to the Council before 90% of the Market Dwellings are occupied.

- 8.18 All of the dwellings within Plot 08 are proposed as Market Dwellings. The majority of Affordable Housing Dwellings in relation to Phase 1 are proposed to be provided within Plot 15 and other development plots in this Phase (see report for Plot 15 which is also on this agenda). Whilst no affordable housing is proposed within P08, this would be provided elsewhere within Phase 1 (largely within Plot 15); and as such the proposal is in accordance with the Section 106 Agreement. Delivery will continue to be monitored through the Reconciliation Statements to be provided under Condition 8 of the OPP and the requirements of the Section 106 Agreement to ensure satisfactory provision.

Compliance with Parameter Plans

- 8.19 As stated above, the Development Specification approved 18 parameter plans. Compliance with the approved parameter plans, where relevant, is outlined in Table 7 below.

Plan No.	Title	Compliance
01	Planning Application Boundary	Y
02	Existing Site Levels	Y
03	Existing Site Sections 01	Y
04	Existing Site Section 02	Y
05	Existing Building Heights	Y
06	Key Development Plot Plan	Y
07	Proposed Site Levels	Y
08	Open Space	Y
09	Maximum Development Basement Levels	Y
10	Maximum Development Plot Parameters	Y
11	Minimum Development Plot Parameters (amended by DC/19/113231)	Y
12	Max/Min Development Plot Horizontal Deviation	Y
13	Circulation - Main Vehicular Access	Y
14	Circulation - Pedestrian Access	Y
15	Circulation - Public Transport	Y
16	Circulation - Cycle Routes and Cycle Stations	Y
17	Circulation - Parking Areas on Street	Y
18	Phasing Plan (amended by DC/18/107740)	Y

Table 7: Compliance with Parameter Plans

- 8.20 It is noted that several objections have been raised in respect of the proposed balconies overhanging the maximum development parameters.
- 8.21 General Note 03 of the Maximum Development Plot Parameters 10 (CW05A Development Specification, February 2014) states that Plot extents are subject to an additional allowance of up to 2m for balconies, bays, winter gardens, canopies, and awnings projecting out from plot extent limited to within Planning Application Boundary.
- 8.22 The proposed balconies for P08 would project a maximum of 1.7m beyond the proposed building envelope, and as such are within the approved development parameters.

RESERVED MATTERS

Layout

Policy

- 8.23 Core Strategy Policy 15 (High quality design for Lewisham) sets out the general objectives and approach to securing design quality in new development across the borough and Policy 18 provides more detailed guidance on the design (as well as location) of tall buildings. In respect of Convoys Wharf itself, Strategic Site Allocation 2 sets out a number of urban design principles for the development of the site.
- 8.24 The NPPF also highlights the importance of high quality and inclusive design, and of achieving a good standard of amenity for all existing and future occupants of land and buildings. The NPPF also notes that good design is a key aspect of sustainable development, which includes delivering a wide choice of high quality homes.
- 8.25 LPP 7.1(d) states the design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability, and accessibility of the neighbourhood.

Discussion

- 8.26 The layout of the Plot, including the siting of the proposed building, is outlined in Image 3 below:

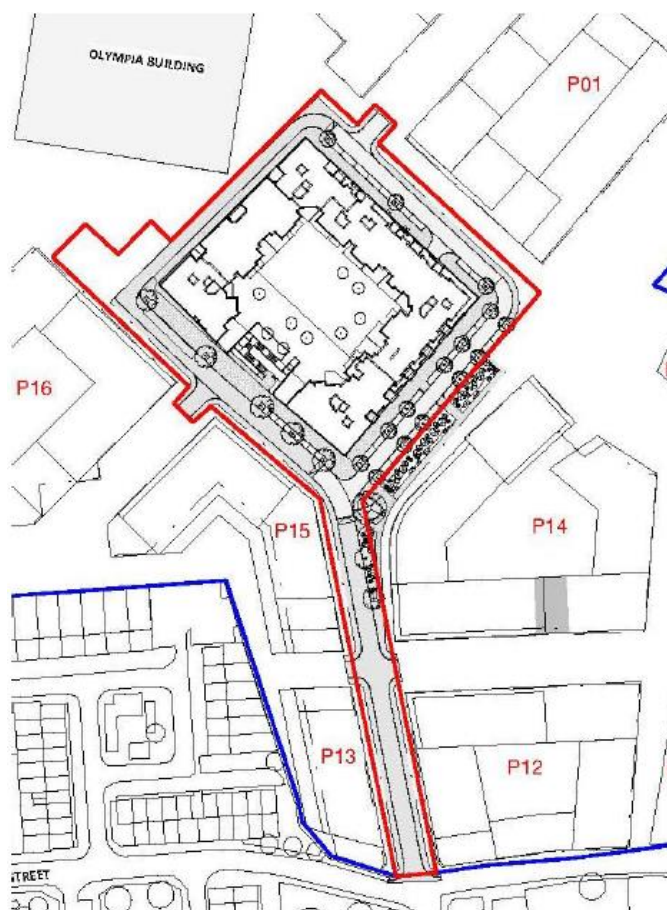


Image 3: Proposed siting and layout of Plot 08 in relation to surrounding plots

- 8.27 The layout is largely informed and constrained by the parameter plans and layout approved by the OPP. Whilst the OPP establishes the general layout, it does allow for flexibility in the detailed design and layout of the individual plots to create variety and architectural subtlety. The layout of the Development has been developed within the parameters of the OPP (and approved non-material amendment) and has also established the following key principles in relation to the detailed layout. The layout should:

- Adopt the principles of ‘Secure by Design’, creating permeable divisions between public and private areas
- Allow for good natural surveillance of all public spaces
- Provide strong active frontages
- Provide a maximum number of dual aspect units
- Provide privacy and positive outlook for all units
- Provide efficient servicing arrangements

- 8.28 Plot P08 falls in two of the defined character areas under the Site Wide Heritage Statement submitted under Condition 13 - the Eastern Gateway and Olympia Square, furthermore plot P08 faces three of the Landscaped Public Spaces; Olympia Way South, Olympia Square and Royal Caroline Square. The design response to these adjacencies is discussed in more detail below.
- 8.29 The layout of the access, routes and connections to surrounds are adhered to with consideration to positioning of retail usage and access points into Plot 08 to address the layout of these streets.
- 8.30 The building on the Plot comprises a ‘U’ shaped building upon a double height commercial podium at ground level with parking located in the centre. A shoulder height of 10 storeys would encircle the podium with a gap or break located at the south western to permit access to landscaping which would be located atop the podium. Two 14 storey feature buildings would be located on the south eastern corner, at the apex connecting to New King Street and the north western corner facing Olympia Square. A further 13 storey building would be located to the south western corner, also facing Olympia Square. The layout is fixed in this manner to have the opening to the podium courtyard facing south, and thus receive as much sunlight and daylight as possible. In the context of the approved parameters, the layout proposed is considered optimal, maximising sunlight and daylight to the proposed units and the standard of accommodation to be provided. The description of a development of 15 storeys refers to the inclusion of a two storey-parking podium concealed within the block. Externally facing the street, there would be 14 storeys of accommodation.
- 8.31 The new route to the river from Deptford High street via New King Street splits at the building on Plot 08 and offers pedestrians two routes to two of the visible heritage assets on the site, The Dry Dock and the Olympia Building. This is the layout as defined and approved by the OPP parameters which was developed so that Plot 08 forms the fourth side to Olympia Square. The new surrounding buildings that form Olympia square are set to a different geometry and scale to the Olympia building deliberately allowing the Olympia building to read as independent and unique as one of the few heritage assets intact within the site area. This arrangement allows the Olympia building to be at the centre of the scheme within a pedestrian public square of activity surrounding the structure.
- 8.32 The relationship of each building to the other has been carefully designed from the street level experience so the public realm repeatedly expands and contracts as a pedestrian moves towards the river. The points of contraction are organised at the lowest part of the unique Olympia roof form. Additionally, the proposed colonnade has been designed to provide a ‘soft’ edge to the square and this point of contraction.
- 8.33 Further comments on public realm are included below in the section on the influence of heritage on the design of Plot 08.
- 8.34 The proposed layout of Plot 08 is in accordance with the principles and parameters of the OPP and is considered acceptable.

Scale

Policy

- 8.35 Planning should promote local character. The successful integration of all forms of new development with their surrounding context is an important design objective (NPPG).
- 8.36 LPP 7.4 expects development to have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. LPP 7.6 states architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape.

Discussion

- 8.37 The OPP Parameter Plans establish a variety of scales of buildings on the wider Convoys Wharf development, including low, medium and high-rise buildings that respond to the existing and emerging context of the area, including the proposed character areas.
- 8.38 The locations and maximum heights of the buildings are established in the OPP and cannot be reconsidered in the determination of the Reserved Matters Applications. The proposed development is located within the parameters as defined by the OPP.
- 8.39 A clear massing strategy has been developed that builds on the OPP, which indicates taller corner elements with mid-rise shoulders in between, and an opening on the south-west façade to provide daylight into the podium. The mid-rise elements of the Development relate to the existing surrounding housing, with the higher elements relating to the larger scale of development proposed with the Convoys Wharf development, with setbacks included to reduce the appeared scale of some of the buildings allowing articulation in the facades to break up the massing. This strategy has been tested through a series of models, technical environmental testing (such as daylight, sunlight, overshadowing and wind analysis), and views testing.
- 8.40 The approach to the scale and design of Plot 08 is indicated in Image 4 below:

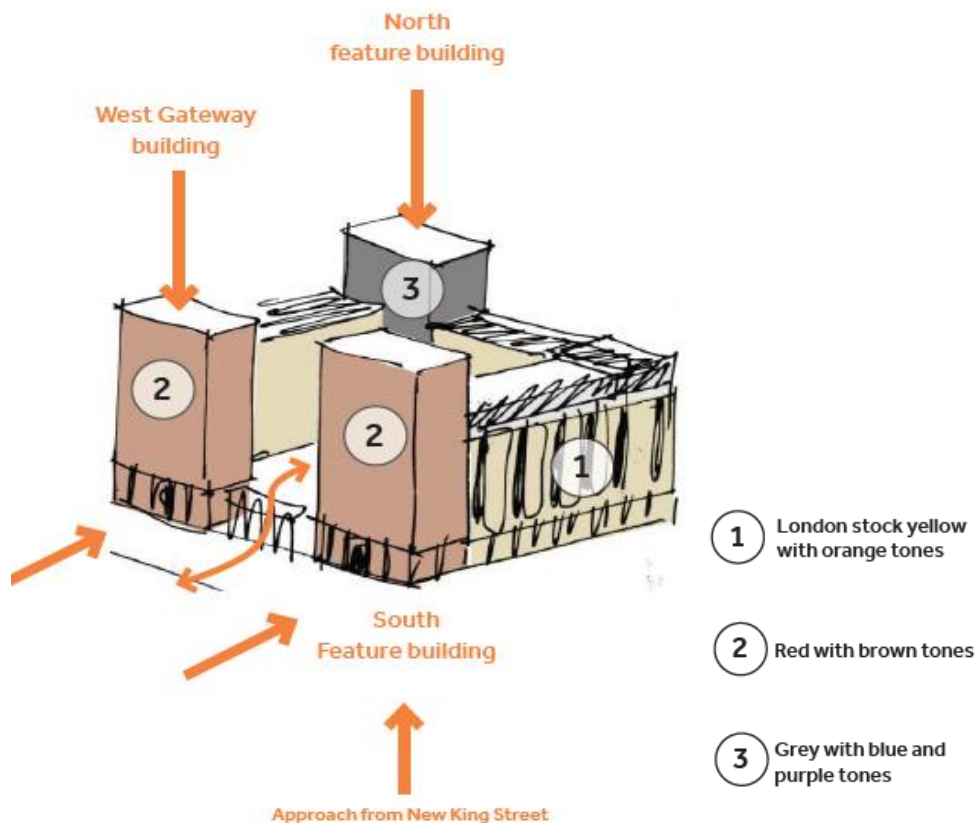


Image 4: Proposed siting and layout of Plot 08

- 8.41 The tallest elements on the north east and southwest corners of the plot, are located at points of significance, reinforcing the legibility of Convoys Wharf through its location linking Deptford High Street to the River Thames. The building is in context with a number of surrounding buildings, as well as the scale of the surrounding proposed plots, which will include tall buildings. The step down from Plot 08 will continue with outer plots towards the scale of the existing urban fabric to the south of the plots.
- 8.42 The massing and scale principles have been adhered to with consideration of choice of and articulation of materials to help define the different parts of the structure. In particular key use of materials such as three different brick colours and metal panels to distinguish between mid-rise and feature buildings, helping to break down the built mass into different elements.
- 8.43 Materials are discussed in further detail below in relation to 'Appearance' and design.
- 8.44 A Sunlight and Daylight Report has also been submitted as required by Condition 4 of the OPP to inform the design of building height and massing. Details of this are set out at "Sunlight and Daylight to Proposed Units – Condition 4" below.
- 8.45 The proposed scale and massing of Plot 08 is within the OPP Parameters and are considered to promote a high quality of design, as such, the proposals for Plot 08 are considered acceptable in this regard.

Appearance

Policy

- 8.46 In terms of architectural style, the NPPF encourages development to be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (para 127). At para 131, the NPPF states great weight should be given to 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 with the overall form and layout of their surroundings.

Discussion

- 8.48 The proposed materials of the building are as follows:

Area	Proposed Material
Main external walls	1. Yellow buff brick 2. Red brick 3. Grey brick
Roof	Green and brown roofs
Shopfront surrounds	Precast stone
Windows	Anthracite powder coated aluminium
Balconies	Glass cantilevered
Metal panelling	Champagne metallic

Table 8: Proposed materials

- 8.49 The principle employed in developing the appearance of the proposed development has been to use a palette of high quality materials coupled with simple, crisp detailing. It is also important that the materials age well and are low maintenance in order to ensure that the area will continue to look better over time.
- 8.50 It is proposed that the architecture for the development will provide a sense of rhythm along the length of the frontages. Further variation within each street will be provided through the location of retail units on a number of frontages, mix of house types, window proportions,

relief and façade colour. These factors will help create a sense of variety and interest across the streetscapes that will respond to the differing character areas defined in the Outline Planning Permission. The architects have undertaken an analysis of the local context, building styles and typologies to ensure the proposed development ties in with the local vernacular.

- 8.51 The use of brickwork throughout Plot 08 is a response to the local character. However, the inclusion of metal cladding and glazing, are proposed to create a sense of architectural diversity and character across the site.
- 8.52 The distribution of the brick colour pallet has been used to identify the overall massing of the Plot, to give a clear identity to the three main corner towers and to unite the remaining lower level building mass. To the north-east and south-east, where the shoulder of the building is set back, a change in material from brick to metal cladding helps to break down the massing of the overall built form.
- 8.53 Image 5 below taken from the Design and Access Statement gives a computerised image of how the proposed building would appear in its context.



Image 5: View from west, north of the Olympia building (outline of Olympia to left of image)

- 8.54 The massing and scale principles have been adhered to with consideration of choice of and articulation of materials to help define the different parts of the structure. In particular key use of materials such as three different brick colours and metal panels to distinguish between mid-rise and feature buildings, helping to break down the built mass into different elements. The applicant has stated that the use of metal spandrel panels and recessed facades reflects the heavy use of metal within the Olympia Building to both the interior and exterior of the structure.
- 8.55 The colours of the brick relate to existing local brick colours and tones the architects have identified in their character assessment of the wider built environment. The positioning the brick colours around the site differentiate the building mass and give orientation to the building, but more importantly to create feature buildings expressing the ‘node’ corners.

- 8.56 The two red brick feature buildings to the south side, frame the opening or gateway into the podium space with the right hand (south-east) red brick part of the building acting as the key node to this corner of the site. The grey brick feature building defines the northwest corner of the site, marking the east corner of Olympia square and the approach to the waterfront. A buff London yellow brick is used as the main uniting material choice for the remaining primary façades. The grey and red bricks never directly meet, and all brick colours are broken by a recessed metal panel.
- 8.57 At ground floor level, the proposed retail units would have a double height glass frontage with designated signage zone for uniformity. The retail frontage to Olympia Square and Eastgate sit back behind the colonnade. The retail frontage to Olympia Way North and South sit on the main building line, but take on the same language of the primary frontage with the shopfront glazing recessed behind stone cladding and brick detailed columns coming to ground.
- 8.58 Further comments on architectural treatment and materials are set out below in the section dealing with the influence of heritage assets in the design of Plot 08.
- 8.59 The strategy to the external appearance of Plot 08, coupled with the overall design of the building is considered to be an appropriate response to the plot's location in the site and to respect the heritage assets and historic significance of Convoys Wharf as well as that of the surrounding area. The architectural treatment of the building and landscape will set a benchmark for future development of the rest of the plots.

Access

Policy

- 8.60 The NPPF requires safe and suitable access for all users. Paragraph 108 states that in assessing applications for development it should be ensured that appropriate opportunities to promote sustainable transport modes can – or have been taken up and that amongst other things safe and suitable access to the site can be achieved for all users.
- 8.61 CSP 14, states amongst other things, that the access and safety of pedestrians and cyclists will be promoted and prioritised; that a restrained approach to parking provision will be adopted; and that car-free status for new development can only be assured where on-street parking is managed so as to prevent parking demand being displaced from the development onto the street.
- 8.62 A 'Healthy Streets' report has also been submitted in support of the applicant and this is discussed further at the "Healthy Streets" section of this report below.

Discussion

- 8.63 As Plot 08 is proposed as the first plot to be developed there will be a degree of temporary works with regard to access and public realm. This is indicated by Image 6 below. All works will be undertaken initially with the works indicated on the right of image 6 to be only temporary and permanent works to be delivered as other plots come forward.



Image 6: Permanent works (left) and temporary works (right) for access

Pedestrian and Cycle Access

- 8.64 Improving pedestrian access and permeability within, to and from the site is a key objective of the OPP. The approved Design Guidelines sets out key design commitments and framework principles relating to movement. It was developed in response to local pedestrian movement patterns and an aspiration to reconnect the district with a series of routes that integrate with the wider context and break down the barriers of the former Convoys Wharf site.
- 8.65 With regard to Plot 08 specifically, pedestrian and cycle access will be from New King Street. New pedestrian and cycle routes will be provided throughout the Site in accordance with the OPP, created along the Spine Road and from New King Street towards the River Thames.
- 8.66 Given P08 is the first Reserved Matters Application to come forward, there would be no pedestrian or cycle access through the site provided initially. Rather there would be one point of access from New King Street directly to P08 with a road and footpaths encircling the plot (see Image 3). These roads and accesses are as per those approved at outline planning stage and would eventually be connected to a wider network of roads and footpaths as other plots of the development come forward.
- 8.67 Cycle access would be provided via a shared vehicular and cycle two-way 5.5m to 6m carriageway. The details provided by the applicant indicate that there would be sufficient access for bicycles. Full details of the proposed cycleways and how these connect to the existing cycle network have not been provided but are required as a pre-commencement detail by condition 32 of the OPP.
- 8.68 Pedestrian access specifically would be provided by footways on either side of the access road. These will typically be circa 5-8m but will increase to 11m in certain areas and decrease to 3m at certain pinch points. All the pedestrian access footways would be public. Officers have reviewed the footpath widths and are satisfied that whilst constrained by the

OPP parameters, that these would be sufficient to permit movement around the development site whilst respecting current social distancing guidelines.

- 8.69 It is noted that the permanent layout of access along the whole length of the spine road will be approved as further applications come forward in relation to the Plots.
- 8.70 For all residential homes, pedestrian access to the common cores is proposed directly from the street through 5 separate cores positioned at each of the corners with an additional core on the north eastern elevation, as well as from the communal residential courtyards at podium level. For the proposed retail units, level access would also be provided from street level.
- 8.71 The residential cycle parking spaces would be provided at first floor level within the car park. Access to the residential and cycle parking spaces would be from ground level and first floor access would be gained via lifts positioned at each core. The proposed retail unit cycle stores would be located at and accessed from ground floor level. The details of the actual cycle parking provision are reserved by condition 33.
- 8.72 The proposed pedestrian and cycle access complies with the parameter plans and is considered to be safe and convenient and in accordance with the aims and objectives of the OPP.

Vehicular Access and Access to Parking

- 8.73 The vehicular access would also be gained via the two-way 5.5m to 6m carriageway which would run from New King Street and which would encircle the development plot. This would also be connected to a wider vehicular network as future plots are developed.
- 8.74 The access to residents parking would be located at ground level on the north eastern elevation of the proposed block. This is in accordance with the access arrangements as defined by the approved Development Specification. Parking provision itself would be provided at first floor level with access to each of the five cores provided directly from the car park.
- 8.75 On-street parking provision would be located along 'Royal Caroline Square' together with on-street electric vehicle parking bays.
- 8.76 The full details of parking provision (including disabled parking), electric vehicle charging point and car park management are all reserved by condition (Conditions 25, 31 and 50).

Surface Treatments

- 8.77 A mixture of permanent and temporary surface treatments would be provided as per Image 9 above. The temporary surface treatments would consist of vehicular and pedestrian grade asphalt, which would be replaced as future adjacent development plots are developed.
- 8.78 The proposed permanent surface treatments are outlined in Table 9 below.

Area	Proposed Material
On-street parking bays	Marshalls Myriad Block Paving
Pedestrian footways	Marshalls Conservation Flag Paving (granite)
Tactile paving	Marshalls tactile paving
Vehicular and cycle carriageway	1. Vehicle grade asphalt to spine road 2. Marshalls Myriad paving to 'Royal Caroline Square' and 'Olympia Way North'

Table 9: Proposed permanent surface treatment

8.79 The proposed permanent surface treatments have been reviewed by officers and are considered to be of a high quality and sufficiently durable and fit for purpose. For continuity and achieving a high standard overall design quality, it is expected that these high quality materials will be carried through to other plots as future Reserved Matters Applications and other details come forward.

Landscaping

Policy

8.80 LPP 7.5 relates to public realm and expects public spaces to among other things be secure, accessible, inclusive, connected, incorporate the highest quality design and landscaping.

8.81 DM Policy 35 states that Public spaces should be designed to be safe, inclusive, accessible, attractive and robust, enhancing existing connections and providing new connections as appropriate. Existing local and historic connections that are valued and contribute to the distinctiveness of the area's public realm and streetscape should be enhanced. The provision of public art will be encouraged.

8.82 The proposals include a large area of landscaping defined within the development specification approved under the OPP as "Private Open Space on Podium Level". It is shown on Image 7 below and has thus been determined by the OPP and the principle of this as private space accepted.

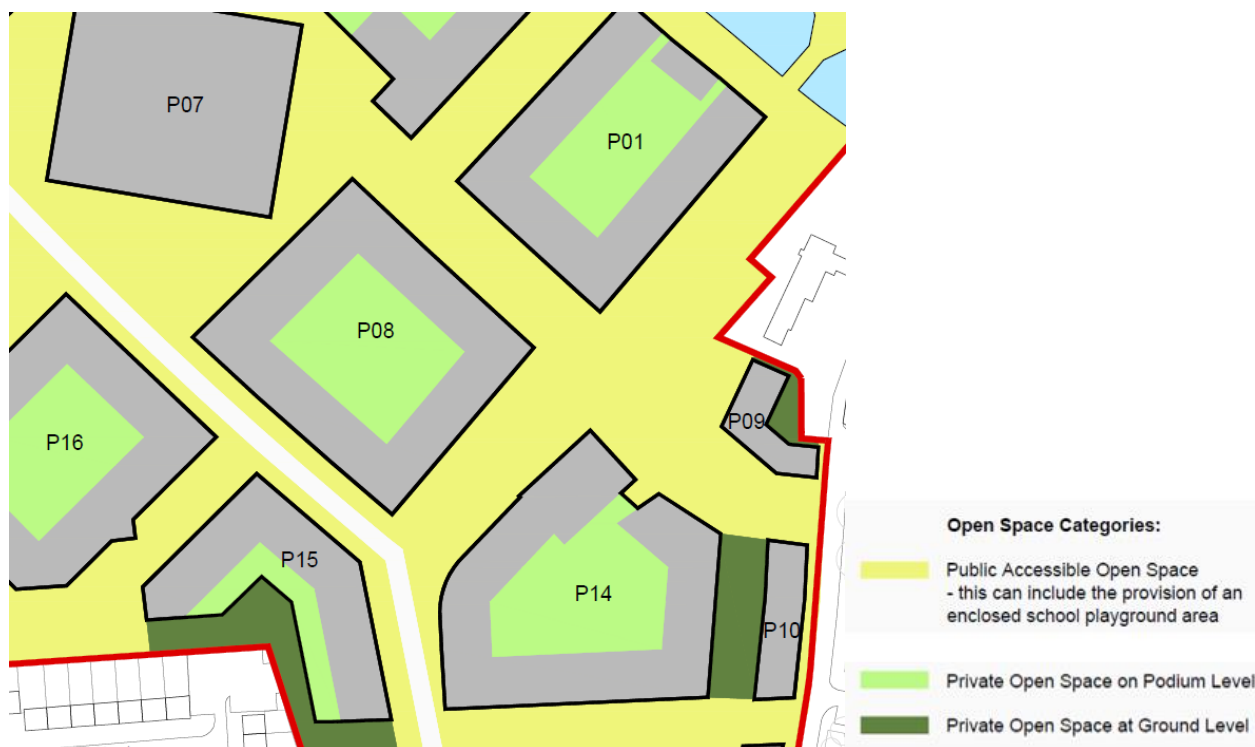


Image 7: Areas of public and private open space at and surrounding P08 (from OPP)

Discussion

8.83 The applicant has stated that the design option focuses on the straight lines and linear arrangements, drawing on the primary geometry of John Evelyn's design for Sayes Court Gardens. Large areas of open lawn create open spaces for people to sit, while planted areas create spaces for quiet conversation and reflection. The podium programme for the Plot 08 podium landscaping is outlined in Image 8 below.

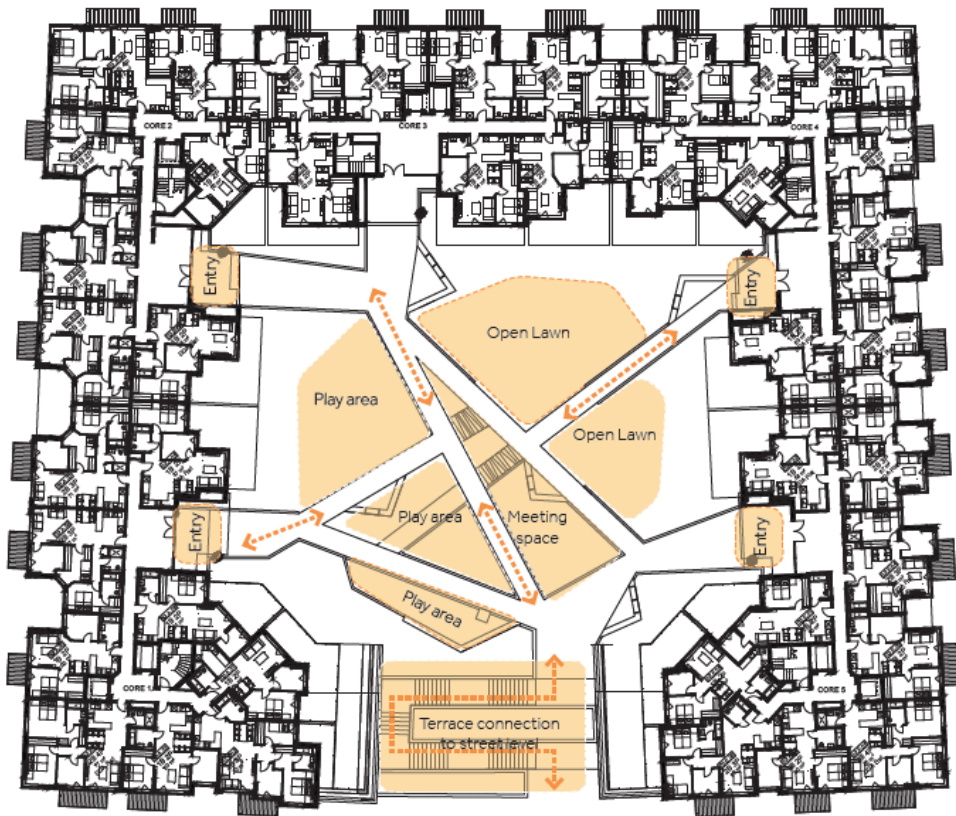


Image 8: Podium programme for P08 landscaping

- 8.84 The design of the podium incorporates level changes in order to accommodate trees on both sides of the space, while also creating an interesting environment for people and seating edges to planters. Play is accommodated by means of a playable landscape area, which wraps around the central space, and is integrated into the overall design while also offering play value for younger children. This is discussed further below.
- 8.85 The materials used will be concrete paving blocks for main entrances, building entrances and sitting areas with resin bound gravel used for the internal paths. Timber seats will also be incorporated into the design which would include LED strip lighting for wayfinding. Other lighting would include uplighters to feature trees, lighting to bollards to mark play paths and lighting incorporated into handrails.
- 8.86 With regard to soft landscaping, drought resistant lawn and bulbs with four 5-8m high trees and a series of five more smaller flowering/fruited trees are proposed to the south of the podium area. Grass planting mixes would also be incorporated along with accent plants and climbers to dedicated areas of soft landscaping.
- 8.87 Timber fencing (1.8m to 1.5m in height) would be used along the edge of the podium area where the amenity space meets private terraces to afford appropriate privacy to the occupants of the residential units adjacent to the podium courtyard.
- 8.88 Steps would be located to the south western elevation of the block allowing direct access from public footways to the podium space, for occupants of P08. Level access could be gained via lifts at ground floor level in any of the five proposed cores. For security, a steel fence would be provided at ground floor level along the south western boundary, this would consist of upright steel bars (to match the metal panelling elsewhere on P08) with no vertical bars to give an open appearance whilst maintaining an appropriate degree of security.
- 8.89 Further comments on landscaping matters are included below in the section on the influence of heritage on the design of Plot 08.

8.90 Overall, the design, materials and species selection of the landscaping is considered to be of a high quality and thus acceptable.

Playspace Provision

8.91 With regard to playspace provision, the strategy for the provision of such is described in the OPP. The following table from the applicant’s Outline Planning submission indicates the approach to provision of playspace.

Age Group	No of Children	Area Required	On-Site Provision	On site Area Provided	Off-Site Provision	Off-Site Area	Total	Over Capacity	
<5	256 (57%)	2583 m ²	Semi-private Courtyards 14,540m ²	16,766 m ²	Neighbourhood Playable Space/ NEAPS 1,800 m ²	Neighbourhood Playable Space/ NEAPS 29372 m ²	0 m ²	16,766 m ²	+14,183 m ²
			Doorstep Play 1,200 m ²						
5 to 11	116 (26%)	1158 m ²	Local Playable Space / LEAPS 300m ²	768 m ²	Local Playable Space / LEAPS 450m ²	8,075 m ²	8,843 m ²	+7,685m ²	
12+	73 (17%)	713 m ²	Youth Space 0m ²	0m ²	Youth Space 665m ²	5,558 m ²	5,558 m ²	+4,845m ²	
TOTAL	445	4453 m²		17,534 m²		13,633 m²	31,167 m²	+26,714m²	

Image 9: Outline Planning Permission playspace calculations

8.92 The approach was that playspace for below 5 year olds and 5 to 11 year olds would be provided for (in excess) on site with provision for 12 plus year olds provided on existing facilities off-site.

8.93 The proposals for Plot 08 play areas for children under 5 would be in accordance with GLA guidance on play provision. The total required playable area for Plot 08 is 442.8 m² (standard of 10 sqm per child)(blended figure for PTAL 0-3) for children of all ages from 0-17 years old. The scheme as proposed would provide 278sqm dedicated playspace in total, with other incidental playspace located elsewhere in the communal amenity space to the rear of the proposed building. In addition to this space, a further 246sqm of open lawn space is also provided at podium level. This amounts to a total provision of playspace and open lawn at podium level to 524sqm.

8.94 As outlined above, the proposed OPP envisaged playspace for 5-11 and 12+ year olds being provided off-site. Of the 442.8sqm required for P08, 249sqm is required for 0-5 year olds – as such, the proposals for P08 meet the requirement for children aged 0-5 (provision of 278sqm). Furthermore, when including the open lawn space proposed, the proposals for P08 would provide in excess of the total playspace for 0-17 year olds providing a total of 524sqm against a requirement of 442.8sqm. This in turn would reduce reliance on playspace not located on the application site.

8.95 Play provision at podium level will be integrated into the overall design for the communal amenity space, and consist of a combination of medium sized and smaller play spaces, joined by informal paths through the landscape. These areas will be designed with reference to accessible play guidance such as Developing Accessible Play Space: A Good Practice Guide. The dedicated play space is indicated above in Image 12.

8.96 It is also noted that in addition to the additional playspace provided on the application site, a Local Open Space Contribution of £560,000 has been secured to be used specifically for “improvements to all or any of the existing public park known as Sayes Court Gardens and other open spaces and play areas within the vicinity of the Development.”

8.97 The proposed approach to playspace provision is considered acceptable and in accordance with the parameters and principles of the OPP. Officers are satisfied that within the parameters of the maximum quantum of space available for playspace has been delivered.

Other Matters

Heritage Assets

Background

8.98 Deptford in general and the application site in particular have a long history of maritime heritage. The site includes many areas of known archaeology and in-filled docks and basins and a Scheduled Ancient Monument. There is also the Grade II listed building – the Olympia Warehouse and the Grade II listed entrance gate and part of the perimeter wall. Adjoining the site to the southeast is the listed Shipwrights Palace. The archaeology places restrictions on the building format and thus necessitates the use of extensive podium levels approved at Outline Planning Application stage.

8.99 With this wealth of historic maritime connections, some of them relating to the Royal Family and explorers such as Drake and Raleigh, the site has been recognised as having opportunity for the creation of a distinctive place/series of places. The OPP stated that this should be brought about in a meaningful way at the detailed stages of the scheme.

8.100 The Convoys Wharf Site is not within a Conservation Area, nor in close proximity to one. The closest is the Deptford High Street and St. Paul’s Conservation Area, that sits at circa 150m and 200m from the Site respectively. There is some limited intervisibility between the south-eastern section of the Site, looking down New King Street, with the northernmost edge of the Deptford High Street Conservation Area and there will thus be some extremely limited intervisibility between the south-eastern, upper levels of Plot 08 with this conservation area.

8.101 The Greater London Historic Environment Record (GLHER), records heritage assets found within this 0.25km search radius; these are illustrated in table 10 below. Listed heritage assets within this area that may be affected by the Proposed Development are detailed in the table below:

Listed Structures	Grade
Former Master Shipwright’s House	II*
Former Office Building of Royal Dockyard	II*
Olympia Building	II
Boundary Wall to Convoys Wharf	II
Paynes Wharf	II
River Wall	II

Table 10: Designated heritage assets within 0.25km from site

8.102 The Olympia Building (Grade II Listed) is immediately adjacent to Plot 08 on its north side. The Olympia building is one of only 7 such structures to survive nationally. It was built in 1844-46 to cover slips 2 & 3, and was altered with wrought iron tied arch roofs between 1880 and 1913, with the roof profile altered from pitched to arched. It is the only above ground building on site remaining from the Dockyard period and its central position in the site underpins its importance in revealing the history of the Dockyard. Its connection with the river is at the heart of its significance, but its roof profile and internal structure when seen from several viewpoints will also be of significance in revealing the history of the site.

8.103 Further to the above, the Scheduled Monument, that is the Tudor Naval Storehouse, is located to the north of the plot within the development site; however, it has been excavated and preserved in-situ and is therefore not visible above ground.

- 8.104 Plot 08 is located in a part of the Dockyard that was largely open yardage with a small number of ancillary structures and was only comprehensively developed after the Dockyard had closed. Archaeological evaluation trenching has revealed no significant Dockyard structures here – though there is evidence for widespread ground disturbance from late nineteenth and twentieth century development.

Conservation Areas and Listed Buildings/Structures

- 8.105 Lengthy consideration was given to heritage issues at the OPP stage. When granting the OPP, the Mayor considered the development would appropriately ensure the preservation of existing archaeology at the site, the significance of the Olympia building (Grade II) and Master shipwrights House and Dockyard Officer (Grade II*) and would enhance the settings of these Listed Buildings. The proposal would not cause harm to the setting or significance of the other Listed Buildings at the site, or in the surrounding townscape and would also preserve the character of Deptford High Street, West Greenwich and Greenwich Park Conservation Areas.

Policy

- 8.106 Relevant paragraphs of Chapter 16 of the NPPF set out how LPAs should approach determining applications that affect heritage assets. LPAs are required to identify and assess the significance of a designated heritage asset. When considering the impact of proposals on designated heritage assets great weight is to be given to the asset's conservation and any harm to or loss of the significance of such assets requires clear and convincing justification. Thus, the provisions of the NPPF import a requirement to identify whether there is any harm to designated heritage assets and if so to assess the impact of such harm. If there is harm, paragraphs 195 and 196 of the NPPF are then engaged according to whether the harm is substantial or less than substantial.
- 8.107 LPP 7.8 states that development should among other things conserve and incorporate heritage assets where appropriate. Where it would affect heritage assets, development should be sympathetic to their form, scale, materials and architectural details. DLPP HC1 reflects adopted policy.
- 8.108 CSP 16 ensures the value and significance of the borough's heritage assets are among things enhanced and conserved in line with national and regional policy.
- 8.109 DMP 36 echoes national and regional policy and summarises the steps the borough will take to manage changes to Conservation Areas, Listed Buildings, Scheduled Ancient Monuments and Registered Parks and Gardens so that their value and significance as designated heritage assets is maintained and enhanced.

Discussion

- 8.110 As above, the Convoys Wharf Site is not within a Conservation Area, nor in close proximity to one. The closest is the Deptford High Street and St. Paul's Conservation Area, that sits at circa 150m and 200m from the Site respectively and there is limited intervisibility between the proposed building and these Conservation Areas. Plot 08 would be located in excess of 350m from the Conservation Area.
- 8.111 Given the distance and the limited intervisibility between the development and the nearest conservation areas, it is considered that the proposals would result in no harm to these heritage assets.
- 8.112 With the exception of the Olympia Building, in regard to the listed structures as outlined in Table 7 above, it is also considered that given the distances between such and the proposed building and the limited intervisibility between such, there would be no harm to

the setting of these assets. Furthermore, it is noted that the proposed scale and massing of the building is within the parameters as defined and approved by the OPP.

- 8.113 With regard to the impact on the setting of Olympia building, Plot 08's north west elevation will provide the enclosure of the south eastern side of the square that Olympia Building is at the centre of. This elevation at ground floor will have an arcaded ground floor with retail units along its length, potentially creating an active and vibrant street edge. It is considered that the architectural approach of strong active base and vertically emphasised upper levels is an appropriate response and will provide a strong edge to the square.
- 8.114 In relation to the Olympia building, the Council's Conservation Officer considers that its large footprint, dramatic roofscape and its position as centrepiece in the new large public square will give it a new significance within the site. Its preserved/reinstated connection with the river Thames will serve to preserve its historic integrity and reveal its former function, and proposals for refurbishment and a new viable use will be of benefit to its long term survival. The Conservation Officer has concluded that this proposal will preserve and not cause harm to the heritage asset.
- 8.115 Further to the above, Historic England (Designated Built Heritage Assets) have been consulted on the application and have stated they do not have any comments in relation to the proposals for Plot 08.
- 8.116 It considered that the proposals are acceptable with regard to with regard to Impact on Conservation Areas and Listed Buildings/Structures.

Archaeology

- 8.117 The majority of archaeological interest on site is fragile (with the exception of robust stones to the dock entrances which would be revealed where possible and the Sayes Court manor house foundations). As such, the approach taken to the management of archaeology generally, as outlined in the OPP, has been to preserve the remains in situ. The scheme was considered acceptable with regard to archaeology at OPP stage, subject to the following pre-commencement conditions. The full wording of each condition is detailed in the OPP at Appendix 1.
- Condition 34 (Scheme of Archaeological Management)
 - Condition 35 (Programme of Archaeological work)
 - Condition 36 (Programme of Archaeological Recording – Historic Buildings)
 - Condition 37 (Details of Development below Ground Level)
 - Condition 38 (Design and method statement for foundation design and ground works)
 - Condition 39 (Demarcation and safeguarding of archaeological remains)
- 8.118 The current application as originally submitted sought discharge of these conditions. Following consultation with Historic England, however, it was concluded that there was insufficient detail within the submission to permit discharge. Discharge of these conditions has now been removed from the scope of the application. It should be noted that this suite of conditions must all be discharged prior to commencement of works on the Plot.

Influence of Heritage Assets on Proposed Design

- 8.119 Condition 13 requires each Reserved Matters application to be accompanied by a Heritage Statement demonstrating how the design (including but not limited to layout, public realm, architectural treatment and materials) has been informed by heritage assets, both above and below ground. In this regard, the following documents are relevant:
- Design and Access Statement

- Design Guidelines; reference CW04
- Heritage statement (plot specific)
- Heritage Statement (site wide) (April 2013); reference CW014

8.120 The OPP was accompanied by a site wide Heritage Statement which outlined the following:

“Convoys Wharf site exhibits a high level of historic significance, but relatively few historic features survive. The overall aims have been to preserve the significance of the surviving elements of the site’s heritage, and to allow the heritage to inform the character of the new development and so to contribute to the overall success of the place. In terms of the built structures, this approach leads to stabilising, restoring and adapting the elements to a new use and providing a new setting for them.”

8.121 In reference to the unique and high levels of historic significance of the development site, and the approach outlined by the Heritage Statement above, Condition 13 was imposed. The initial submission included a Heritage Statement in respect of Condition 13. References to how heritage had influenced the proposed design were, however, limited to references to brick choices and arcades at ground floor referencing the neighbouring Paynes Wharf river frontage. Additionally, the statement did not include any reference to below ground heritage assets. The initial statement was therefore considered inadequate to satisfy the purpose of this condition as it did not adequately demonstrate how the proposed design had been informed by the site’s heritage assets. The applicant was advised to review the scheme accordingly.

8.122 Subsequently the applicant entered into a process of amending the scheme to better reflect the heritage assets and history of the site. This process involved a series of meetings with the planning department including Conservation, and Historic England (Greater London Archaeology Advisory Service).

8.123 During this process, it was agreed that the applicant should produce a Site Wide Heritage Design document. The purpose of this document is to serve as a guide for all design team professionals (subject to public consultation) involved in the scheme, advising how, why and where design should reference the heritage and history of the site.

8.124 An initial draft of this document was submitted to the Council and Historic England in December 2019 and provided an initial structure and framework as to how the site’s history and heritage could be reflected through design. The document is supported and it is envisaged that this be a ‘living document’ that continues to evolve and adapt through continued development in coordination with the local community.

8.125 The initial Site Wide Heritage Design document sought to divide the site into seven separate character areas, each reflecting a unique chapter and era in the site’s extensive history. The character areas are outlined in Image 10 below:



Image 10: Character areas as identified by the Site Wide Heritage Design document

8.126 Plot 08 is located within the Timberyards and Sawmill character area as identified by this document. The document states the following with regard to Plot 08:

“Plot 08 lies on what was timber/plank sheds and sawmill. Firstly, we know that the floor plan of the shed structures was two parallel rectangles with main axes north to south. An early illustration shows that the roof was a regular triangle shape.

We also have the measurements of the brick foundations that contained a central drainpipe. The wood stored was primarily oak, piles of these long timbers were stored within the sheds and also used as a foundation for some areas of the site. The findings also describe a cobbled road surface at the east of the plank shed with lines of longer cobbles seeming to form a kerb.

What can be taken from this data is primarily use. Triangular roofing and the long slim length of the two buildings are not necessarily reusable for modern building typologies but considering materials it may be possible to reference the use of timber as a way of bringing the sheds and sawmill back to life.”

8.127 The document goes on to provide precedents of how heritage interventions in architecture have been employed elsewhere across the UK and further afield. Using this document as a framework for design reference to heritage assets, the architects for Plot 08 (Farrells) and masterplan architects for the Convoys Wharf development, produced a document of design responses for Plot 08. This sets out in detail how the proposals have been influenced by the above and below ground heritage assets of the development site and is acceptable to discharge condition 13. It is acknowledged, however, that this document is a 'living

document' and will develop and evolve constantly as the development progresses through consultation and input from various stakeholders and the community.

Summary of Plot 08 Specific Above and Below Ground Heritage Assets

- 8.128 The architects have acknowledged the fact that the area on which Plot P08 sits does not include any of the existing principal heritage assets identified, although it was the location of timber sheds, sawpits and minor buildings for timber preparation.
- 8.129 As there is a lack of visible heritage within this plot, the building at P08 has a different role within the overall scheme, and its primary purpose has been identified as enabling the above and below ground heritage assets of the wider site to flourish. Notwithstanding such, references of the history and heritage of the site in the plot design are outlined above in the section on layout.

Relationship with the Olympia Building

- 8.130 The building on plot P08 has an important role in the site. The new route to the river from Deptford High street via New King Street splits at this building and offers pedestrians two routes to two of the visible heritage assets on the site, The Dry Dock and the Olympia Building. This is the layout as defined and approved by the OPP. There would be a change to the setting of the Olympia building as permitted in the Outline Scheme, but views toward the building from the new square and public realm would enable visitors to appreciate this structure in a way that previously has not been possible, given the industrial use and history.
- 8.131 The OPP was designed in so that Plot 08 forms the fourth side to Olympia Square. The new surrounding buildings that form Olympia square are set to a different geometry and scale to the Olympia building deliberately allowing the Olympia building to read as independent and unique as one of the few heritage assets intact within the site area. This arrangement allows the Olympia building to be at the centre of the site within a pedestrian public square of activity surrounding the structure.
- 8.132 The relationship of each building to the other has been carefully designed from the street level experience so the public realm repeatedly expands and contracts as a pedestrian moves towards the river. The points of contraction are organised at the lowest part of the unique Olympia roof form. Additionally, the proposed colonnade has been designed to provide a 'soft' edge to the square and this point of contraction.

Architectural Treatment and Materials

- 8.133 The building at P08 is designed with a contemporary interpretation of the riverside arches displayed in the existing maritime waterfront architecture of the Payne's Wharf building and the existing buildings on Foreshore.
- 8.134 The building materials have been chosen to reflect the local vernacular with the predominant use of brickwork, the colour and texture of which represents the local palette of variegated bricks found in the listed river wall, the listed perimeter wall and the local listed buildings. The use of metal panels reflects the metal panels to the east side and roof of the Olympia building.
- 8.135 The design team considered whether to reference the historic uses on the site with the use of timber on the building facades that might reflect how the area had been used during the significant period of shipbuilding. The use of timber on the facades was however discounted because it was considered ill-advised and would raise concerns with regard to fire safety.

Public Realm

- 8.136 The underlying key themes derived from the history and heritage of the site, identified in the OPP Design Guidelines as having influence on the public realm design, have been referenced in the Plot 08 landscape proposals. These are namely through the use of planting typologies and species which make subtle reference to the influence of John Evelyn.
- 8.137 The Design Guidelines identify other areas of the site (namely Evelyn Gardens) as being a key space where more explicit expression and interpretation of Evelyn and Sayes Court should occur.
- 8.138 Where Plot 08 interfaces with Olympia Square, the public realm proposals included in the Plot P08 RMA are limited to temporary surfacing works to facilitate access around the western side of the plot. The detailed proposals for the square itself will be developed with Plot P07 to ensure coherence across this space. Re-use of existing granite setts would be appropriate within the design of this key space and should be considered at this stage of the development.
- 8.139 The preparation and use of timber in the building of the Royal fleet from Tudor times until the early 19th Century is part of the story of shipbuilding and the story of shipbuilding on this important site. The design team considered that this is best referenced through depiction in public art and objects in the urban realm such as timber benches, sculptures and friezes.
- 8.140 It is proposed that these existing timbers found on site are re-used or referenced in their scale, species and preparation to create a large-scale urban bench that will sit in the public realm on Olympia Way South adjacent to the central courtyard opening. A stair screen is positioned behind the new bench and will have timber elements incorporated into its design to further strengthen the historical timber reference. The screen is transparent to allow the soft landscaping on either side to grow through and blend the garden areas. The bench position is enhanced by its southerly aspect so it will be the ideal place to pause and enjoy the new public realm.
- 8.141 This feature would be located on an axis with the new road between Plots 15 and 16 thereby providing vistas in three directions. The sky above the bench also opens to the north with the break in building frontage for the new residential courtyard. The gate to the courtyard in the stair screen with the coming and going of residents will help the bench position to be a safe and comfortable place to be. Timber is also proposed as a material for benches and seating areas with the lifted residents' courtyard defining further the historical use and preparation of timber on this part of the site.
- 8.142 The applicant notes that the story of historical timber preparation and timber use could also be told with the use of digital interactive displays as well as in the public realm landscape and art elements. With reference to this specifically, it is noted that the S106 agreement secured a £300,000 contribution towards public art to be steered through a Public Art Strategy which would involve the local community in selecting Public Art for the development and would commission local artists to create proposals for Public Art shall reflect the special heritage of the site and the heritage of the local area.
- 8.143 An initial Public Art Strategy was submitted in April 2018, but was subsequently refused by the Council in May 2018. The applicant is currently working on a revised Public Art Strategy, which will outline how the community will be involved in the development and inclusion of public art for the site, and will reflect the aims and objectives of the Site Wide Heritage document.
- 8.144 Once approved, the Public Art Strategy will accommodate and encourage further physical manifestation and tangible reflection of the site's history in the development site.

- 8.145 The design responses to heritage have been reviewed by Historic England and the Council's Conservation Officer who are supportive of the responses proposed. It is recommended that the proposed design features as outlined above would be secured by condition. This condition would ensure that these are delivered as well as any further design features identified by the evolving Site Wide Heritage Principles.

Design Conclusion

- 8.146 The design of the proposed plot is largely constrained by the parameters of the OPP. As above, the proposed design is within the parameters and in this regard, is considered acceptable.
- 8.147 In relation to design, this reserved matter provides details of how the proposed building, landscape and public realm will appear including details of the materials to be used – this is provided alongside details of how the building would be accessed. The siting and layout is also considered in the context of the maximum and minimum approved parameters.
- 8.148 As above and in the context of the approved parameters, the layout proposed is considered optimal, maximising sunlight and daylight to the proposed units and the standard of accommodation to be provided. The layout accords with the principles of the masterplan approved within the OPP.
- 8.149 Overall, the proposed design, endorsed by the independent Design and Access Panel, provides a high quality response to the building's context within the masterplan and wider area. The proposed development is considered to have an acceptable impact with regard to the heritage assets above and below ground, both on and off the development site.
- 8.150 Acknowledging that the location of P08 does not sit upon any of the existing principal heritage assets identified, the proposed design (primarily in relation to public realm) has been amended to better reflect the site's history, and above and below ground heritage assets. The developing Site Wide Heritage Principles identifies other areas of the site more suitable in terms of location in relation to the historical and masterplan context, where heritage can be better reflected through design. These reflections through design would be captured by condition.
- 8.151 The proposed design is acceptable within the context of the OPP and is considered to reflect satisfactorily, the history and heritage of the site through design.

Other details for approval under Condition 20

Mitigation of Potential Overlooking – 20 (i)(d)

Overlooking within P08

Policy

- 8.152 NPPF para 127 sets an expectation that new development will be designed to create places that amongst other things have a 'high standard' of amenity for existing and future users.

Discussion

- 8.153 The plan of Plot 08 as informed by the OPP, as well as how the architects have articulated the floor plans to maximise dual aspect units means that there is potential for overlooking between units.
- 8.154 The two instances in which overlooking may occur are indicated in Image 11 below:

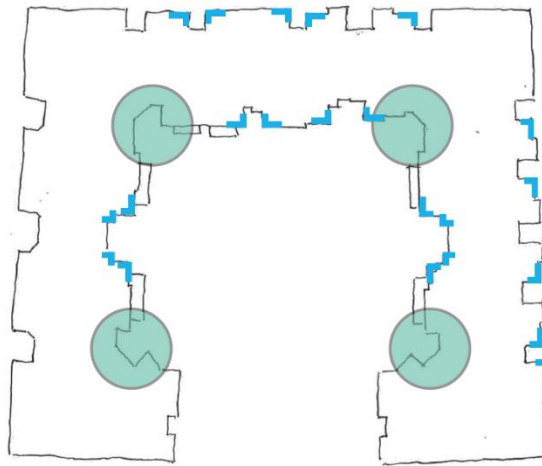


Image 11: Potential overlooking (Design and Access Statement, Farrells)

8.155 To mitigate this potential overlooking, the architects have introduced two methods of mitigation:

1. Frit obscuration on glazing (red on Image 12 below)
2. Full height screening to balconies on corner units (blue on Image 12 below)

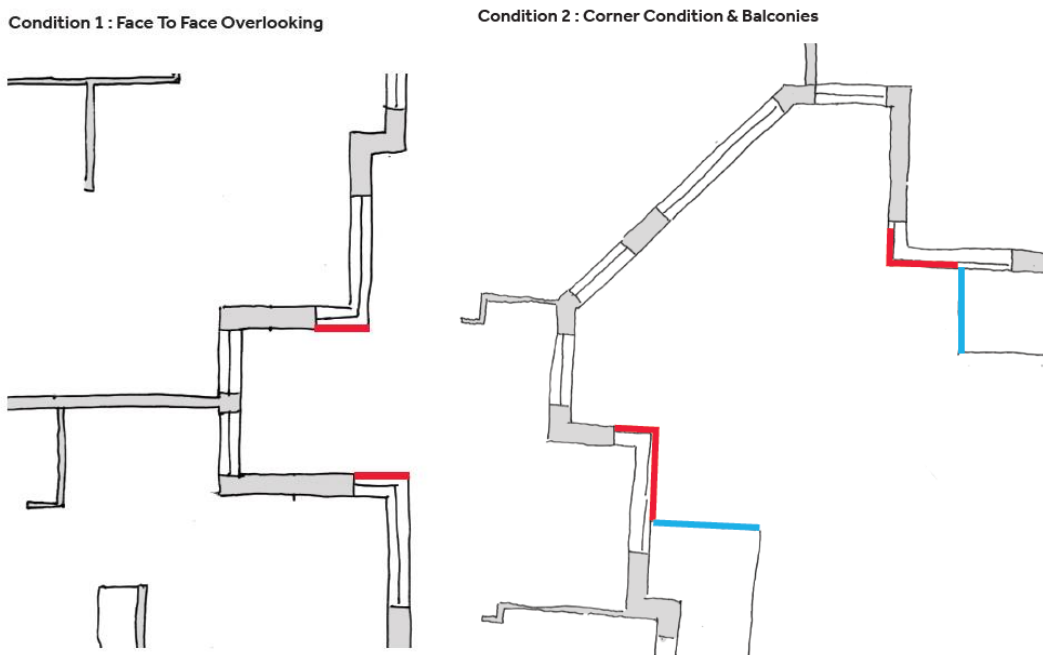


Image 12: Areas for application of obscuration and screening (Design and Access Statement, Farrells)

8.156 Given the above methods of mitigating overlooking to be employed on Plot 08, it is considered that any potential overlooking between units on Plot 08.

Overlooking to Other Development Plots

8.157 Plot 08 is located adjacent to five other development plots, which would include residential uses (P14, P15, P16, P01 and P02) as well as the Olympia Warehouse (P07).

- 8.158 The proposed building at P08 would be located a minimum of 19m (from P15) to a maximum of 27m (from P14) away from surrounding development plots. The separation distance of 19m is just below the 21m recommended by DM Policy 32, however, given the constraints presented by the OPP and the overall high quality of design, these separation distances are considered adequate and in accordance with the parameters of the OPP. Separation distances of less than 21m are commonplace in urban environments and this standard can be applied flexibly in these instances.
- 8.159 Given the above, no objections are raised with regard to potential for overlooking to other development plots.

Impact Study of Existing Water Supply – 20(i)(g)

- 8.160 Thames Water have been consulted and have no objection to the proposed development with regard to the impact on existing water supply.
- 8.161 Thames Water agree to discharge condition 20(i)(g), as the impact of the developments at Convoys Wharf site have been modelled at Outline Planning Permission stage and the findings of the report are still valid.

Details for approval under Condition 21

Infrastructure (including roads, plant and equipment) – 21(i)(a)

- 8.162 With regard to road and footway infrastructure, these have been discussed in the section on access. Additionally, as this scheme is one of the first reserved matters, the final design for the access road (spine road) including footways widths has not yet been determined, and is dependent upon the design of other Plots along the spine road being developed. As such, the final details of the spine road and footways will be determined through further Reserved Matters applications and approvals of details.
- 8.163 With regard to plant and other equipment for Plot 08, this would all be located at ground floor and first floor level adjacent to the double height retail units. Smoke vent extracts and kitchen extracts would be located on the roof at 11th storey. Further smoke vent extracts would be located on the roof of the 14th and 15th storey elements.
- 8.164 The smoke vent extracts would be installed in accordance with building regulation to allow for sufficient ventilation in the event of a fire.
- 8.165 The noise of fixed plant is controlled by condition 26 (fixed plant) of the OPP requiring fixed plant to be 5 dB below the existing background level at any time. Condition 26 further requires that a scheme demonstrating with these requirements is submitted and approved prior to commencement in the plot.
- 8.166 In relation to Condition 21(a), this requires that the details for the Spine Road, such details shall include full details of its exact location, design, dimensions, materials, any temporary access, timescales for completion and details of Spine Road bus stops and associated passenger facilities". Such details are required to be submitted not later than submission of the first Reserved Matters application for certain plots, including Plots 08. These details have not yet been provided therefore a partial discharge of condition 21(i)(a) is required in this regard.

Foul Water and Surface Water Drainage - 21(i)(b)

Policy

- 8.167 The NPPF at para 165 expects major development to incorporate sustainable urban drainage systems (SUDS) unless there is clear evidence it is inappropriate.

- 8.168 LPP 5.13 requires SUDS unless there are practical reasons for not doing so. In addition, development should aim to achieve greenfield run-off rates and ensure surface water is managed in accordance with the policy's drainage hierarchy.
- 8.169 DLPP SI13 expects development to achieve greenfield run-off rates in accordance with the sustainable drainage hierarchy.
- 8.170 CSP 10 requires applicants to demonstrate that the most sustainable urban drainage system that is reasonably practical is incorporated to reduce flood risk, improve water quality and achieve amenity and habitat benefits.

Discussion

- 8.171 The proposed development should demonstrate that the proposed form of drainage has regard to the SuDs policies as above and industry best practice.
- 8.172 Foul Water and Surface Water Drainage on the development site are regulated by Conditions 19 "Drainage and Flood Risk" and 47 "Surface Water Control Measures" of the OPP.
- 8.173 The EA have reviewed the proposed foul water and surface water drainage documents and have raised no objection with regard to the proposals.
- 8.174 The Lead Local Flood Risk Authority (LLFRA) has also been consulted. LLFRA initially requested further as follows::
- A full drainage strategy document in relation to attenuation and discharge rates
 - Confirmation of the form of detailed calculation and modelling of the proposed drainage strategy including SuDS system for the site
 - Confirmation of the greenfield runoff rate
 - Detailed calculations to support the applicant's assessment on how much storage is required
 - Consideration of modelled events and a qualitative examination of what would happen when a greater than design event occurs
 - A site-specific Maintenance Plan for Plot P08 with a clear proposed drainage strategy including SUDS elements
- 8.175 The applicant submitted the documentation/information requested, following which LLRFA have advised that the detail provided is acceptable with regard to foul water and surface water drainage and for the discharge of conditions 19 and 47 in relation to P08.

Jetty, dry dock or temporary wharf structure required for construction purposes including any works within the river - 21(i)(c)

- 8.176 This requirement is not relevant to Plot 8.

Removal of Trees - 21(i)(d)

- 8.177 No trees are proposed for removal as part of the Plot 08 proposals.

Remediation - 21(i)(e)

Policy

- 8.178 The NPPF states at para 170 that planning decisions should contribute to and enhance the natural environment by, among other things, preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil pollution and that development should wherever possible help

to improve local environmental conditions by remediating and mitigating contaminated land, where appropriate (para 170).

- 8.179 Further, the NPPF at para 178 and NPPG states decisions should ensure a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination and that after remediation, land should not be capable of being determined as “contaminated land” under Part 2A of the Environmental Protection Act 1990.
- 8.180 London Plan Policy 5.21 reflects national policy, whilst DM Policy 28 advises the Council will use appropriate measures to ensure that contaminated land is fully investigated.

Discussion

- 8.181 Contaminated land and remediation of each plot is further controlled by Condition 45 of the OPP which requires inter alia, the following details prior to commencement of development of each plot:
- a) Desktop study and site assessment
 - b) Site investigation report
 - c) Remediation scheme
- 8.182 The Environment Agency have reviewed the documentation provided with regard to contaminated land and have no objection in this regard.
- 8.183 The Council's Environmental Protection Officer reviewed the initial submitted documents, which originally included only a site wide remediation strategy. Following discussions with the applicant, a plot specific Desktop Study and Site Assessment, Site Investigation Report and Remediation Scheme were submitted.
- 8.184 The amended documents were reviewed by the Council's Environmental Protection Officer who considered these sufficient to satisfy Condition 21(i)(d)(remediation) as well as Condition 45.
- 8.185 Historic England have requested that the approved remediation strategy be updated following agreement of archaeological detail required under conditions 34 to 39. It is considered however, that this is a matter which should properly be assessed once the details are submitted under Conditions 34 to 39 of the OPP.

Temporary Site Boundary Treatments - 21(i)(f)

- 8.186 The proposed temporary site boundary treatments would follow the boundary outlined in Image 9 above.
- 8.187 The boundary treatment would be 2.4 metres high plywood hoarding. The hoarding would extend around the P08 plot and down both sides of the spine road to the entrance at New King Street. This is considered acceptable.
- 8.188 It is noted that the layout of temporary boundary treatment on site will evolve as other development plots come forward. Details of each plot and changes of boundary treatments to other plots would be required upon submission with details in respect of those Plots.

OTHER CONDITIONS

Internal Space Standards and Private Amenity Provision – Conditions 10 and 30

Policy

- 8.189 Standard 4.10.1 of the Mayor's Housing SPG states that 'a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant'.
- 8.190 LPP 3.5 seeks to achieve housing development with the highest quality internally and externally in relation to their context. Minimum space standards are set out in Table 3.3 of the London Plan.

Discussion

- 8.191 Plans have been submitted under Condition 10 which show that all proposed residential meet the minimum space standards and would be provided with dedicated storage areas, which meet the minimum requirements. The proposed plans have also been annotated with essential furniture, which demonstrates that all units could comfortably accommodate the necessary furniture and circulation spaces. Internal floor to ceiling heights would be a minimum of 2.5 metres.
- 8.192 Details have also been submitted under Condition 30 which show all units would be provided with private amenity space meeting or in excess of the relevant London Plan Standards.
- 8.193 Given the above, the proposed development which meets the London Plan requirements and it is considered that adequate internal living spaces and private amenity space would be provided for the future occupiers.

Microclimate: Wind – Condition 3(ii)

- 8.194 The details submitted to discharge this Condition in respect of Plot 08 are considered below at paragraph 8.275 to 8.278.

Sunlight and Daylight to Proposed Units – Condition 4

- 8.195 Condition 4 of the OPP requires daylight and sunlight modelling to be undertaken in to inform the detailed design stage of building height and massing. The applicant has provided this information in accordance with Condition 4.

General Policy

- 8.196 NPPF para 127 sets an expectation that new development will be designed to create places that amongst other things have a 'high standard' of amenity for existing and future users.
- 8.197 Daylight and sunlight is generally measured against the Building Research Establishment (BRE) standards however, this is not formal planning guidance and should be applied flexibly according to context.
- 8.198 The NPPF does not express particular standards for daylight and sunlight. Para 123 (c) states that, where there is an existing or anticipated shortage of land for meeting identified housing need, LPAs should take a flexible approach to policies or guidance relating to daylight and sunlight when considering applications for housing, where they would otherwise inhibit making efficient use of a site.
- 8.199 Daylight is defined as being the volume of natural light that enters a building to provide satisfactory illumination of internal accommodation between sunrise and sunset. This can be known as ambient light. Sunlight refers to direct sunshine.
- 8.200 The GLA states that 'An appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should

be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time.' (GLA, 2017, Housing SPG, para 1.3.45).

Daylight

Discussion

- 8.201 The applicant has submitted a Daylight and Sunlight Report which demonstrates that all habitable rooms within the proposed development have been technically assessed for Average Daylight Factor (ADF), No Sky Line (NSL) and Room Depth Criterion (RDC).
- 8.202 The results show that 1343 out of the 1553 assessed rooms (87%) meet or exceed BRE's recommendations for ADF, 1114 (72%) achieve NSL levels in line with or above guidance and all rooms have been designed in accordance with the RDC where applicable.
- 8.203 With such overall compliance, the scheme is considered to perform well. Of the 210 rooms falling short of recommendation for ADF, 94 are studies, 76 are living rooms, 31 are bedrooms and three are combined living/kitchen/dining rooms. 52 of these 210 rooms, however, fall short of recommendation only by 0.1%. These are considered technical failures as only marginally below the recommended levels.
- 8.204 Most of the rooms falling short of recommendation are located in the corners of the courtyard, in recessed positions or below balconies, which typically limit the daylight availability. This is a common trade-off of different types of amenity (external amenity space vs. daylight amenity) which occurs throughout London and is generally considered acceptable.
- 8.205 As explained above, care has been taken in the positioning of projecting balconies in relation to living areas, for example by shifting them to the side of the rooms they serve, in order to leave part of the window unobstructed and thus maximise the daylight ingress. However, a degree of obstruction is unavoidable and for some of the rooms this has resulted in lower daylight levels than recommended.
- 8.206 This is particularly evident on the lowest floors or in corner/recessed positions, which have a more obstructed view of the sky and therefore see lower levels of daylights, on average, than the rest of the scheme.
- 8.207 Given the excellent sunlight availability discussed in below, however, it is noted that most rooms will appear much brighter on sunny days.

Sunlight

Policy

- 8.208 The Annual Probable Sunlight Hours (APSH) relates to sunlight to windows. BRE guidance states that a window facing within 90 degrees due south (windows with other orientations do not need assessment) receives adequate sunlight if it receives 25% of APSH including at least 5% of annual probable hours during the winter months.

Discussion

- 8.209 The results of the assessment show a good sunlight availability, with the majority of assessed rooms receiving very good levels of sunlight throughout the year.

- 8.210 Levels of APSH lower than those suggested for the whole year can be found in the living areas located below balconies on the lowest floors and in the corners within the courtyard. However, the sunlight intercepted is transferred to the balconies and therefore future occupants will be able to enjoy it through the use of their private amenity spaces during the summer. As explained above in relation to the daylight levels, a trade-off of different types of amenity is generally considered acceptable where balconies are provided.
- 8.211 The sunlight availability during the winter months (WPSH) is very good, as the balconies cause less obstruction to direct sunlight when the sun is lower in the sky.
- 8.212 With very good levels of sunlight enjoyed in the majority of assessed living areas and, alternatively, on their balconies, the proposed scheme is considered to offer very good sunlight amenity.

Overshadowing

Policy

- 8.213 BRE states that in order for a public or communal amenity space to be well sunlit, at least 50% of its area should receive direct sunlight for two or more hours on 21st March.

Discussion

- 8.214 An assessment of Sun Hours on Ground has been undertaken on the amenity area at podium level in order to ascertain compliance with this criterion. The result shows that the courtyard will see well above the minimum recommended, with 77% of the area seeing at least two hours of sunlight on the spring equinox.
- 8.215 In order to illustrate the sunlight availability throughout the year, sun exposure assessments have also been undertaken for the equinoxes and summer solstice. These show that during the equinoxes most of the area will in fact see around three hours of direct sunlight, whilst in summer, when outdoor spaces are more likely to be used, three to six hours of direct sunlight will be available on most of the area.
- 8.216 It can therefore be concluded that the proposed communal amenity area within the site will offer very good levels of sunlight throughout the year.

Sunlight and Daylight Conclusion

- 8.217 The Sunlight and Daylight Assessment provided with the application demonstrates that the proposed development would provide a good degree of daylight and sunlight to the proposed units, and that the proposed communal area at podium level would not be subject to an unreasonable degree of overshadowing.
- 8.218 Whilst some of the BRE guidelines are not fully complied with regard to daylight, the proposed units would receive good levels of sunlight throughout the year. It is noted that the non-compliant units are largely as a result of the parameters set at outline stage and due to the provision of balconies in order to comply with the relevant private external space standards.
- 8.219 Given the above, it is considered that the proposals are acceptable with regard to daylight, sunlight and overshadowing.

TRANSPORT IMPACTS

Servicing, Delivery and Waste Management

- 8.220 Transport for London and LBL Highways have requested that a condition should be attached to the Reserved Matters approval requiring a servicing, delivery or waste management plan to be submitted and approved. The traffic impacts were assessed at OPP stage and but it was not considered necessary to impose such a condition on the OPP. In any event, servicing of Plot 08 would occur on roads within the development site and Officers that there is unlikely to be any unreasonable impact on the existing road network. In the circumstances, the suggested condition is not considered to be reasonable or appropriate, where there are no changes in surrounding context.

Vehicular and Cycle Parking – Conditions 25 and 33

Outline Consent Background

- 8.221 The Outline Planning Consent secured a maximum quantum of 1,840 car parking spaces across the whole site. The development will provide 1540 spaces for residents and 300 car parking spaces for the remaining, non-residential components of the developments, including up to 35 car club spaces within the non-residential provision. These spaces will be provided principally at ground level across much of the site and first floor parking decks beneath landscaped podiums.

Residential Parking

- 8.222 The proposals for P08 include 182 residential car parking spaces to be provided within the internal podium at ground and first floor level.
- 8.223 The proposed provision of residential parking spaces is in accordance with the Outline Planning Permission and is proportionate to the quantum of residential units to be provided in the context of the approved OPP parking numbers. Furthermore, the proposals have been reviewed by Transport for London and the Council's Highways Officer who have raised no objection.
- 8.224 Given the above, the proposed residential parking is considered acceptable. It is noted that the applicant is also required to provide prior to commencement, a Car Parking Management Strategy under condition 31 of the OPP. This has not been submitted as part of this application, but references made in this report for completeness. Full details of ventilation to basement parking have not been submitted at this stage and would be required prior to commencement of works through condition 25 of the OPP in respect of the basement and semi-basement parking areas.

Accessible Parking

- 8.225 Planning Policy and the approved S106 agreement require that each wheelchair unit is allocated a parking space. As outlined above, 46 of the 456 units across Plot 8 would be provided in accordance with Building Regulations requirement M4(3) 'wheelchair user dwellings'
- 8.226 The parking provision within the podium includes 46 accessible spaces (20 spaces at ground and 26 spaces at first floor level) meaning that accessible parking is provided at a 1:1 ratio as required. The spaces would have level access to lifts to each of the proposed wheelchair units.
- 8.227 Given the above, the proposals are in accordance with the OPP.

On-street Parking

- 8.228 The proposals for P08 include 14 non-residential spaces, two of which will be designated for use by mobility impaired persons, to be located at street level. These would primarily be located along 'Royal Caroline Square' to the south-eastern elevation of the block.

- 8.229 This quantum is in accordance with the Outline Planning Permission, which has provision for 300 on-street non-residential spaces to be provided at street level. The proposals for on-street parking have been reviewed by Transport for London and the Council's Highways Officer who have raised no objections, and are in accordance with the Outline Planning Permission. As such, the proposals are acceptable in this regard.
- 8.230 Further on-street parking to the north-western elevation of the proposed development block, along 'Olympia Square' would be provided as future development plots are brought forward. The on-street arrangements in this location as currently proposed are temporary as outlined in Image 6.

Car Club Provision

- 8.231 The OPP consented up to 35 car club spaces within the non-residential provision (300 spaces). These spaces were outlined as being provided principally at ground level across much of the site and first floor parking decks beneath landscaped podiums.
- 8.232 Plot 08 would provide two on-street car club spaces to the north-eastern elevation of the proposed block on 'Olympia Way North'. Two further bays have been identified on 'Royal Caroline Square', which could be converted from standard on-street non-residential parking bays to car club spaces subject to future demand. The proposals for car club provision have been reviewed by Transport for London and the Council's Highways Officer who have raised no objections, and are in accordance with the Outline Planning Permission. As such, the proposals are acceptable in this regard.

Electric Vehicle Charging Points – Condition 50

Policy

- 8.233 LPP 6.3 (Parking) requires that 1 in 5 spaces are provided as Electric Vehicle Charging Points (EVCPs). Draft London Plan Policy requires that at least 20% of parking spaces are provided as EVCPs.

Discussion

- 8.234 The details for provision and maintenance of EVCPs are required to be approved prior to commencement and the applicant is now seeking such approval as part of this application.
- 8.235 The original submission proposed 42 EVCPs within the residential parking. This resulted in 23% of the proposed residential spaces being EVCPs, however no EVCP provision was provided for the 46 accessible parking spaces. Following consultation with TfL, 11 of the EVCPs were incorporated into accessible parking spaces.
- 8.236 Of the 14 non-residential on-street parking spaces, 5 of these would be provided as EVCPs equating to a percentage of 35%.
- 8.237 Given the above, the EVCP provision is considered policy compliant and acceptable. Furthermore, condition 50 can be discharged in relation to Plot 08.

Cycle Parking – Condition 33

- 8.238 Following consultation with TfL, the cycle parking was amended to meet the London Cycle Design Standards in order to provide an element of accessible spaces and standard Sheffield stands. As a result, a total of 816 cycle parking spaces are provided as part of the scheme as follows:
- 776 internal long-stay spaces for residents including;
 - 40 accessible Sheffield stand bays

- 170 standard Sheffield stand bays
- 566 two tier stand bays
- Eight internal short-stay spaces for visitors/residents;
- Four external short-stay spaces for visitors/residents;
- 28 external short-stay spaces for customers

8.239 The proposed cycle parking has been amended following consultation with by Transport of London and the Council's Highways Officer to conform with London Cycle Design Standards. Following amendment, these details are considered acceptable for discharge of condition 33 in relation to P08.

Healthy Streets

Policy

8.240 The Healthy Streets Approach puts people and their health at the centre of decisions about how we design, manage and use public spaces. It aims to make our streets healthy, safe and welcoming for everyone.

8.241 The Approach is based on 10 Indicators of a Healthy Street which focus on the experience of people using streets.

8.242 Policy T2 (Healthy Streets) of the Draft London Plan states Development proposals should:

- 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.
- 2) reduce the dominance of vehicles on London's streets whether stationary or moving.
- 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Discussion

8.243 A Healthy Streets Assessment has been submitted in support of the application to demonstrate how most links in the existing road network responds adequately to the standards set by the Healthy Streets assessment, based on current traffic flows, pedestrian and cycle flows, mix of land uses.

8.244 The assessment of the urban design proposals for the streets adjacent to Plot 08 has also shown how Convoys Wharf development and the streetscape improvements proposed as part of the Reserved Matters Application will align with the Healthy Streets principles. As such, the proposals would contribute to improving pedestrian and cycle permeability, road safety and street amenity both within the development's internal street network, and along some of the routes that will connect to the site.

8.245 It is noted that improvements to the street network are currently being trialled in the area. A small eastern section of Prince Street (the section east of New King Street) has currently been closed to vehicles and available only for cycle and pedestrian traffic.

8.246 Where some improvements to the existing street network (outside of the application site) have been identified outside the application site, it is considered that there is potential for contributions secured for highways improvements within the Section 106 agreement to be diverted towards these areas when the contributions are released in accordance with the triggers for payment outlined in the S106 agreement.

Code of Construction Practice – Condition 44(ii)

- 8.247 Condition 44(i) of the Outline Planning Permission requires that a site-wide Code of Construction Practice be submitted prior to any development to establish the overarching principles of best construction practice, and is to be based on the Framework Code of Construction Practice, 14 February 2014 (Appendix C of Environmental Statement Addendum Report), as approved by the OPP.
- 8.248 Further to the above, Condition 44(ii) of the OPP requires that prior to commencement of development on a particular plot, a plot-specific Code of Construction Practice be submitted.
- 8.249 A draft Code of Construction Practice has been provided with this application for approval under condition 44(ii) of the OPP. The Council's Highways Officer has advised that these details are generic and not sufficiently specific to the plot and cannot be discharged at this time. It is therefore recommended that the CoCP is not approved under Condition 44(ii). As such, this will remain a requirement to be discharged prior to commencement in Plot 08.

SUSTAINABILITY AND ENERGY – Condition 15

Policy and Outline Consent Background

- 8.250 Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime.
- 8.251 Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:
1. Be lean: use less energy
 2. Be clean: supply energy efficiently
 3. Be green: use renewable energy
- 8.252 Achieving more sustainable patterns of development and environmentally sustainable buildings is a key objective of national, regional and local planning policy. London Plan and Core Strategy Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions. Core Strategy Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions.
- 8.253 The Section 106 agreement required that the owner submit and have approved an 'Interim Energy Strategy' prior to the submission of the first reserved matters application. The intention of the Interim Energy Strategy is to demonstrate how the applicant would secure a connection from the development to the off-site South East London Combined Heat and Power plant (SELCHP). The Interim Energy Strategy was submitted to the Local Planning Authority prior to the first Reserved Matters submission and following amendments was approved on 10th January 2017.
- 8.254 The Section 106 agreement also required that the applicant, on submission of the first Reserved Matters Application shall submit the Energy Strategy to the Council for approval and shall:
- “accompany the Energy Strategy with a written statement addressing how the steps required by the Interim Energy Strategy are being addressed and if the connection to SELCHP has not been secured, the Energy Strategy shall include an explanation as to why the connection has not been possible, how any obstacles are proposed to be addressed*

through Phase 1 and subsequent Phases of the Development and the further strategy for securing the connection to SELCHP.”

Discussion

- 8.255 The applicant has submitted an Energy and Sustainability Statement, which follows the overall strategy set out in the approved Interim Energy Strategy (RPT-0003).
- 8.256 The Energy and Sustainability Statement states that baseline energy demand for the development would be reduced by using energy efficiency measures and passive design, prior to the inclusion of appropriate low and zero carbon energy technologies, since limiting the demand is the most effective way of reducing overall carbon emissions.
- 8.257 Carbon reduction would be further achieved by the implementation of Combined Heat and Power (CHP) using one of two potential options. Option 1 comprises a connection to the off-site South East London Combined Heat and Power plant (SELCHP). This option is expected to deliver approximately 27% lower carbon emissions than a Part L 2010 compliant baseline development, or 45% lower emissions, if regulated loads are assessed. This option is subject to commercial negotiations with Veolia, the operator of SELCHP, which are ongoing. If such connection to SELCHP is not found to be viable then the alternative option is to provide onsite Energy Centres, which will be gas-fired CHP with gas-fired boilers supplementary to meet peak loads. Under this scenario the development is expected to achieve CO2 emissions reductions of approximately 11% lower than Part L 2010 standards, or approximately 23% lower than Part L 2010 base load calculations with a 2% renewable contribution. As Option 1 remains a viable option, this is considered acceptable to comply with condition 15 in relation to P08.
- 8.258 It should be noted that if the SELCHP connection is not ready or determined viable by the time the first phase of redevelopment is occupied the on-site district heating network would still allow a future connection to SELCHP to be made, should it prove viable or available at a later stage.
- 8.259 The technical and financial feasibility of finding a route for the pipework will require that the underground services be mapped of the identified connection routes. These will then be analysed, and the least disruptive route selected. Discussions will then be held with utility providers to determine the costs and timescales of any diversions required to allow the connection to proceed.
- 8.260 The applicant and Veolia (who own and operate SELCHP) entered into a Pre-Development Agreement in November 2016 to commence a feasibility study for the pipe route between SELCHP and Convoys Wharf. Since this time, Veolia have been working on the pipework feasibility study between SELCHP and Convoys Wharf.
- 8.261 Veolia identified and analysed a number of different pipe route and selected a preferred pipe route as part of their initial study.
- 8.262 In 2017, Veolia’s team presented their initial proposals to the Lewisham Council (Planning and Sustainability Services) and concerns were raised regarding some of the routing of the pipes, due to third party land ownership issues in particular. Since then, Veolia have been pursuing this initial route and trying to overcome the legal issues caused by a route involving third party land ownership.
- 8.263 In 2020, Veolia were awarded £5.5million funding through the central government Heat Network Investment Programme (HNIP) to initiate a heat network in Lewisham through a connection to Convoys Wharf. This funding is awarded on a conditional basis and is dependent on Convoys Wharf coming forward. The Council is working with Veolia to support the development of this heat network to establish a Strategic Heat Network for the borough.

8.264 Whilst the connection to SELCHP has not yet been formally secured, it is considered that the applicant has demonstrated ongoing progress in this regard and that the connection is being pursued. The strategic heat network remains critical to the Council in delivering a source of low carbon heating and forms an action point in the Climate Emergency Action Plan (2020).

ENVIRONMENTAL CONSIDERATIONS

8.265 An Environmental Impact Assessment (EIA) Statement of Conformity (SoC) has been submitted with this reserved matters application. The SoC assesses whether the detailed scheme presented in the current application will give rise to new or materially different likely significant effects on the environment from those considered as part of the outline planning permission and thus whether the reserved matters are required to be subject to environmental impact assessment under the EIA Regulations.

8.266 As set out below, it is considered that there are no new or materially different likely significant effects on the environment from those identified in Environmental Statement (April 2013) and a Supplementary Environmental Statement (February 2014) which set out the environmental effects of the outline planning permission based on an assessment of the Approved Parameters. As such, an EIA is not required in relation to the proposals set out in the reserved matters application.

8.267 The topics assessed within the Approved Environmental Statement, submitted in support of the Outline Planning Permission, are as follows:

- Archaeology;
- Built Heritage Assessment;
- Landscape, Townscape and Visual Amenity Assessment;
- Air Quality Assessment;
- Soils, Ground Conditions and Groundwater Quality Assessment;
- Ecological Impact Assessment;
- Noise and Vibration Assessment;
- Socio economic Assessment;
- Sunlight, Daylight and Overshadowing Assessment;
- Electronic Interference Assessment;
- Traffic and Transport Assessment;
- Waste Management Assessment;
- Water Resources including Flood Risk Assessment; and
- Wind and Microclimate Assessment.

8.268 The proposals sought within the P08 Reserved Matters Application will not be materially different from the Outline Planning Permission Approved Parameters assessed within the Approved Environmental Statement. With the exception of the minor breach of the minimum parameter at podium level, which has been approved as a non-material amendment, the P08 Proposals are within the Approved Parameters and design guidelines approved within the OPP.

8.269 Given the above, the majority of the technical topics assessed in the Approved Environmental Statement would therefore, not be affected by the P08 Proposals and the information in the Approved Environmental Statement remain valid. However, due to the changes to massing resulting from the 1100mm 'breach' of the Minimum Development Plot Parameters at podium level of P08 (to improve sunlight conditions), further consideration has been given to the potential for additional or different environmental effects arising from the following technical topics:

- Wind and Micro-climate; and
- Sunlight, Daylight and Overshadowing.

Wind Microclimate

- 8.270 A wind microclimate assessment has been submitted for P08 to discharge Condition 3(ii) of the OPP (assessed in the Discharge of Conditions section of this report below). Overall, the results show that, following development, most areas of the pedestrian level, balconies, and rooftop terraces of Plot 08, and surrounding areas, are acceptable for the proposed uses, although several locations are identified where some minor or localised mitigation may be required, either in the form of adjustment of proposed usage, or provision of localised shelter (such as through the installation of porous fencing/structures, evergreen planting or other measures). The wind microclimate report submitted in support of the Plot 08 Reserved Matters Application includes wind mitigation (including provision of localised shelter such as porous fencing/structures, evergreen planting) to ensure that the wind conditions for Plot 08 and the immediate surrounds would be similar or an improvement upon those reported in the Approved Environmental Statement.
- 8.271 The design change to include lower parapets on the tower roofs of the Plot 08 building results in areas on the edges of the tower roofs being exposed to higher winds than observed in the previous assessment presented in the Approved Environmental Statement. As a consequence some small areas on the edge of the roof are unsuitable for pedestrians to walk on. This can be avoided by not allowing the roof to be used on windy days, or consideration of mitigation measures such as slightly increasing the height of the parapets, or the addition of some evergreen planting or porous screens around the edge. In any event, these areas of roof would accommodate brown living roof and would not be available for public access – only very limited accessibility would be required for these areas to allow for maintenance or similar activities to occur.
- 8.272 Following implementation of the recommended mitigation, it is considered that the residual effects and conclusions of the Approved Environmental Statement in relation to wind microclimate represent a worse case and remain valid. Temple Group were commissioned by the Planning Service to conduct a review of the wind microclimate assessment in relation to Condition 3(ii) (Microclimate: wind) of the OPP. They concluded that the proposals were acceptable with regard to microclimate, subject to:
- Screens or planting being installed on terrace region 2 (terrace region 2 is the roof terrace serving flat 11.2.01, core 2 on floor 11)
 - Rooftop areas where there are exceedances of the distress and safety criteria not being accessed by the public.
- 8.273 The following mitigation measures would be imposed by condition. As such, the proposals are acceptable in this regard.

Sunlight, Daylight and Overshadowing

- 8.274 Localised daylight and sunlight conditions and overshadowing assessments for the amenity of future residents within the proposed development have been submitted in support of the Plot 08 Reserved Matters Application.
- 8.275 Within the Approved Environmental Statement, average daylight factor (ADF) results were calculated for various individual units within the proposed building plots. The 1st floor apartments within Plot 08 were expected to receive the recommended ADF. The updated results for Plot 08 as presented in the current Reserved Matters Application show there will be no noticeable change in the levels of daylight and sunlight experienced within the proposed residential units of Plot 08 compared to those identified for Plot 08 in the Approved Environmental Statement, which showed that typical 1st floor apartments in Plot 08 were expected to receive the recommended ADF.

- 8.276 Additionally, with regard to overshadowing to the courtyard within Plot 08, there will be a slight improvement in relation to the amount of direct sunlight received by the amenity space owing to the detailed design of P08 presented in the Reserved Matters Application. P08 would therefore continue to pass the Building Research Establishment (BRE) recommendations for levels of sunlight to amenity areas.
- 8.277 Given that the maximum building height and massing parameters are not breached within Plot 08, and due to the location of P08 within the OPP, there would not be any different or additional effects to external receptors or other development plots within the site. As such, it is considered that the residual effects and conclusions of the Approved Environmental Statement in relation to sunlight, daylight and overshadowing remain valid.

Conclusion

- 8.278 It is concluded that that the development will not give rise to new or materially different effects from those previously identified and that the mitigation identified in the in Environmental Statement (April 2013) and a Supplementary Environmental Statement (February 2014) remains appropriate. This mitigation is secured through conditions attached to the OPP. A further condition is proposed to be added to the Reserved Matters Approval in relation to Terrace Region 2 and the rooftop areas as referred to above.

NATURAL ENVIRONMENT

General Policy

- 8.279 Contributing to conserving and enhancing the natural environment and reducing pollution is a core principle for planning.
- 8.280 The NPPF and NPPG promote the conservation and enhancement of the natural environment (chapter 15) and set out several principles to support those objectives.
- 8.281 The NPPF at para 180 states decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the sensitivity of the site or wider area to impacts that could arise from the development.
- 8.282 London Plan Policy 2.18 sets out the Mayor of London's vision for Green Infrastructure as a multifunctional network that brings a wide range of benefits including among other things biodiversity, adapting to climate change, water management and individual and community health and well-being.

Ecology and Biodiversity including Green and Brown Roofs – Condition 14

Policy

- 8.283 Section 40 of the Natural Environment and Rural Communities Act 2006 places a duty on all public authorities in England and Wales to have regard to the purpose of conserving biodiversity.
- 8.284 The NPPF at para 170 states decisions should minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. At para 175, it sets out principles which LPAs should apply when determining applications in respect of biodiversity.
- 8.285 London Plan Policy 7.19 seeks wherever possible to ensure that development makes a positive contribution to the protection, enhancement, creation and management of biodiversity.

- 8.286 LPP 5.11 encourages major development to include planting and especially green roofs and walls where feasible, to deliver as many of the policy's seven objectives as possible.
- 8.287 DLPP G5 expects major development to incorporate measures such as high-quality landscaping (including trees), green roofs and green walls.
- 8.288 CSP 7 expects urban greening and living roofs as part of tackling and adapting to climate change. DMP 24 requires all new development to take full account of biodiversity and sets standards for living roofs.

Discussion

- 8.289 The Development Specification as approved under the OPP requires that Compensatory habitat, in the form of bio-diverse roofs or at ground level, will be the same or greater than the area of lost habitats, which equates 18,300sqm, approximately 11%. This is controlled by condition 14 of the OPP.
- 8.290 It is proposed that Plot 08 would provide 1187sqm of biodiverse green roof and 972 sqm of biodiverse brown roof. Cross sections have been provided of both roof types. This would cover the majority of roofspace available to the proposed building.
- 8.291 The proposed green and brown roofs to Plot 08 are considered to be policy compliant and in accordance with the OPP and that the details submitted under Condition 14 should be approved in relation to Plot 08.

Lighting – Condition 12

Outline Consent Background

- 8.292 Condition 12 of the OPP requires that at the same time as the first Reserved Matters application is submitted, a lighting strategy for external lighting across the site, including details of a dark corridor, shall be submitted to the Local Planning Authority.

Discussion

- 8.293 As part of this submission, the first Reserved Matters Application, the applicant has submitted a Site Wide Lighting Strategy. The applicant has submitted a high level lighting strategy for the development site in accordance with Condition 12 (i) of the Outline Planning Permission. No plot specific lighting strategy has been submitted under Condition 12(ii), but such strategy is required within 6 months following commencement within the relevant Plot.
- 8.294 The Site Wide Lighting Strategy has divided the development site into three different lighting zones, along with the creation and maintenance of a dark corridor along the river frontage.
- 8.295 The level of light required in each public area has been selected depending on the use for that particular area. The lighting classes have been taken from the relevant British Standards.
- 8.296 The Council's Ecology and Highways Teams have reviewed the proposed Site Wide Lighting Strategy and have raised no objection to the detail provided. It is recommended that the strategy be approved under Condition 12(i).

Air Quality

Policy

- 8.297 The NPPF at para 170 states decisions should among other things prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of air pollution. Development should, wherever possible, help to improve local environmental conditions such as air quality.
- 8.298 Proposals should be designed and built to improve local air quality and reduce the extent to which the public are exposed to poor air quality. Poor air quality affects people's living conditions in terms of health and well-being. People such as children or older people are particularly vulnerable.
- 8.299 London Plan Policy 7.14 states new development amongst other requirements must endeavour to maintain the best ambient air quality (air quality neutral) and not cause new exceedances of legal air quality standards. Draft London Plan SI1 echoes this.
- 8.300 Further guidance is given in the Mayor of London's Air Quality Strategy.

Discussion

- 8.301 A number of representations from the public raise Air Quality as a concern. The Environmental Impact Assessment SoC in respect of the application does not identify any new or materially different likely effects resulting from the development compared to those considered at the OPP stage. The impacts arising in respect of air quality were considered at OPP Stage and addressed through the Section 106 Agreement, which secures £100,000 towards for air quality monitoring in respect of the development. Officers therefore consider that appropriate mitigation and monitoring has already been secured through the OPP.

Flood Risk

Policy

- 8.302 Paragraph 155 of the NPPF (2019) requires new development to be sited away from areas at risk of flooding, whilst para.165 states that major development should incorporate sustainable drainage systems, unless there is clear evidence that this would be inappropriate.
- 8.303 London Plan Policy 5.12 requires the mitigation of flooding, or in the case of managed flooding, the stability of buildings, the protection of essential utilities and the quick recovery from flooding.
- 8.304 London Plan and draft London Plan Policies 5.12 and 5.13 requires new development proposals to comply with the flood risk assessment and management requirements set out in the NPPF. London Plan Policy 7.13 expects development to contribute to safety, security and resilience to emergency, including flooding.
- 8.305 Core Strategy Policy 10 requires developments to result in a positive reduction in flooding to the Borough
- 8.306 The site is located in Flood Zone 3 which is defined as having a 'high probability' of river and sea flooding by the 'flood risk and coastal change' section of the national Planning Practice Guidance.

Discussion

- 8.307 The OPP was submitted with a Flood Risk Assessment which was assessed and approved. This document set out the framework for flood risk management in relation to the proposed development. Various conditions are relevant to this framework as follows:

- Condition 6 (River Wall Surveys) – submitted and approved by the Local Planning Authority under planning application reference DC/17/100954 on 21 June 2018
- Condition 14 (Biodiversity) – Assessed and details recommended for approval in ‘Ecology and Biodiversity including Green and Brown Roofs’ above
- Condition 16 (River Wall Safeguarding) – not relevant to Plot 08
- Condition 19 (Drainage and Flood Risk) – relevant to this application
- Condition 47 (Surface Water Control Measures) – relevant to this application
- Condition 52 (Tidal Flood Defence) – This condition is not sought for discharge in this application
- Condition 66 (Hydrology and Water Resources) – Compliance only

8.308 The Environment Agency have reviewed the Reserved Matters Application and have raised no objections with regard to Flood Risk. The Council’s Flood Risk Manager has reviewed the application and requested further information in relation to Condition 19 (Drainage and Flood Risk) and Condition 47 (Surface Water Control Measures). Following receipt of this information it was considered appropriate to discharge conditions 19 and 47 in relation to Plot 08.

8.309 Given the above, the proposed development is acceptable with regard to flood risk and conditions 19 and 47 can be discharged in relation to Plot 08.

Building Regulations

8.310 Concerns have been raised by representees objecting to the proposed development in relation to maximum distances to protected fire escapes being exceeded by the proposed development in that some units/areas would be located in excess of 15m from the escapes.

8.311 The applicant has provided the following response to these concerns:

8.312 “Fire safety aspects of the design of this building are addressed in Building Regulations. Part B of Schedule 1 of the Regulations sets out five fire safety requirements that have to be satisfied. These requirements are ‘functional’ and set out performance requirements that have to be satisfied. For example, Requirement B1 requires that the building be designed and constructed so that there are appropriate provisions for early warning of fire and appropriate means of escape in case of fire. To assist designers in what is considered appropriate various guidance documents have been produced, such as the Approved Documents produced by HM Government, and other various British, European, and International Standards.

8.313 None of these guidance documents contain mandatory clauses or prescriptive requirements, and it is acceptable to develop alternative solutions from the recommendations made, provided such alternative designs are supported by adequate evidence that the functional requirements of the Building Regulations will be met. For Convoy’s Wharf Plot 8, we have chosen to adopt BS 9991: Fire safety in the design, management and use of residential buildings – Code of Practice 2015 as the basis for the design. This document would recommend that single direction travel distances from an apartment entrance door, to a storey exit is limited to a maximum 15 m. This is on the basis that sprinklers are installed within the apartments, and smoke ventilation is provided to the corridor (the ventilation in this instance could be by way of a single natural smoke shaft).

8.314 In order to satisfy the client brief, the single travel distances are exceeded with a maximum distance of 25m in some instances. To address this, an alternative approach has been adopted, based on fire engineering, and adopts a higher level of performance for the smoke ventilation system in the corridors for both means of escape and fire-fighting. This is a mechanical smoke ventilation system that is designed to provide an air change rate within the corridor and operates automatically on detection of smoke in the corridor. The performance of this system is significantly higher than the recommended solution within BS

9991, and has been designed based on the guidance contained within Guidance on smoke control to common escape routes in apartment buildings (flats and maisonettes) produced by the Smoke Control Association. Subsequent modelling of the system using Computational Fluid Dynamics (CFD) is also being undertaken as part of the approvals process under the Building Regulations. As part of this approvals process, there will also be a consultation required with the Fire Authority as the building will be subject to the requirements of the Regulatory Reform (Fire Safety) Order 2005 once the building is complete and occupied.”

8.315 The applicant has outlined above how they intend to comply with the relevant building regulations - this is governed by legislation separate to planning legislation. The applicant is required to meet the relevant standards under building regulations or be subject to appropriate enforcement action under this legislation – an informative is added to this effect.

9.0 SUMMARY REGARDING DISCHARGE OF CONDITIONS

9.1 In addition to the reserved matters and other details required by Condition 20, the applicant seeks to discharge a number of conditions attached to the OPP. The additional conditions sought for discharge are set out in Table 11 below, along with the assessment. The full wording of the conditions is laid out in the outline planning permission decision notice, attached as Appendix 1.

Condition	Assessment
3. Microclimate: wind (ii)	Acceptable – assessed in “Environmental Impact Considerations – Microclimate”
7. Building design Statement and Tall Buildings Design Statement	Acceptable – the application has been submitted with a Building Design Statement in relation to P08 outlining how the Design Guideline in CW04 have been applied to the proposed development
8. Reconciliation Statement (i)	Acceptable – the application has been submitted with a reconciliation statement as required by condition 8(i)
12. Lighting (i)	Acceptable – assessed in “Natural Environment – Lighting”. Site-wide only.
13. Heritage Statement	Acceptable – assessed in “Impact of Design on Heritage Assets”
14. Biodiversity (i)	Acceptable – assessed in “Natural Environment - Ecology and Biodiversity including Green and Brown Roofs”
15. Energy Statement	Acceptable – assessed in “Energy and Sustainability” above
19. Drainage and flood risk	Acceptable – assessed in “21(i)(b) – Foul Water and Surface Water Drainage”
21. Details relating to infrastructure and other matters	21(b),(c),(d),(e) and (f) acceptable – assessed in “Details for approval under Condition 21”. Partial discharge of condition 21(i)(a) as details of bus stops not provided
33. Details of cycle parking	Acceptable – assessed in “Transport Impacts - Vehicular and Cycle Parking”
44. Code of Construction Practice	Not acceptable
45. Contaminated Land (i)	Acceptable – assessed in “21(i)(e) – Remediation”
47. Surface water control measures	Acceptable – assessed in “21(i)(b) – Foul Water and Surface Water Drainage”
50. Electric vehicle charging points (i)	Acceptable – assessed in “Transport Impacts – Electric Vehicle Charging Points”

Table 11: Conditions sought for discharge and assessment

9.2 Given the above, the following conditions 3(ii), 7, 8, 13, 14, 15, 19, 21(b), (c),(d),(e) and (f), 33, 45(i), 47 and 50(i) are recommended for discharge so far as relates to Plot 08. 21(a) is

recommended for partial discharge in relation to P08 as details of bus stops are yet to be provided. The site-wide lighting strategy submitted under Condition 12(i) is also recommended for approval.

10.0 EQUALITIES CONSIDERATIONS

10.1 The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

10.2 In summary, the Council must, in the exercise of its function, have due regard to the need to:

- a) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
- b) advance equality of opportunity between people who share a protected characteristic and those who do not;
- c) foster good relations between people who share a protected characteristic and persons who do not share it.

10.3 The duty continues to be a “have regard duty”, and the weight to be attached to it is a matter for the decision maker, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.

10.4 The Equality and Human Rights Commission has recently issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled “Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice”. The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at:

<https://www.equalityhumanrights.com/en/publication-download/technical-guidance-public-sector-equality-duty-england>

10.5 The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:

1. The essential guide to the public sector equality duty
2. Meeting the equality duty in policy and decision-making
3. Engagement and the equality duty
4. Equality objectives and the equality duty
5. Equality information and the equality duty

10.6 The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at:

<https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance>

10.7 The planning issues set out above do not include any factors that relate specifically to any of the equalities categories set out in the Act, and therefore it has been concluded that no impact on equality.

11.0 HUMAN RIGHTS IMPLICATIONS

11.1 In determining this application the Council is required to have regard to the provisions of the Human Rights Act 1998. Section 6 of the Human Rights Act 1998 prohibits authorities (including the Council as local planning authority) from acting in a way which is incompatible with the European Convention on Human Rights. "Convention" here means the European Convention on Human Rights, certain parts of which were incorporated into English law under the Human Rights Act 1998. Various Convention rights are likely to be relevant including:

- Article 8: Respect for your private and family life, home and correspondence Protocol 1,
- Article 1: Right to peaceful enjoyment of your property

11.2 This report has outlined the consultation that has been undertaken on the application and the opportunities for people to make representations to the Council as Local Planning Authority.

11.3 Members need to satisfy themselves that the potential adverse amenity impacts are acceptable and that any potential interference with the above Convention Rights will be legitimate and justified. Both public and private interests are to be taken into account in the exercise of the Local Planning Authority's powers and duties. Any interference with a Convention right must be necessary and proportionate. Members must therefore, carefully consider the balance to be struck between individual rights and the wider public interest.

12.0 CONCLUSION

12.1 Outline planning permission for the comprehensive mixed-use redevelopment of the application site was granted (subject to conditions and following completion of a Section 106 agreement) by the Mayor of London in March 2015. The outline planning permission set the parameters for the scale and massing of the development, the quantum and mix of floorspace to be provided and the overall layout of the site. This current application is for the approval of reserved matters in respect of the layout, scale, appearance, access and landscaping in respect of Plot 08, together with other details submitted for approval under conditions.

12.2 The Reserved Matters and application for approval under/discharge of conditions have been considered in the light of relevant policies and standards as well as representations from third parties. The Reserved Matters are considered to be in conformity with the approved development parameters for the scheme (scale, massing, floorspace, mix of uses, extent of public realm) and the submitted details, including those under conditions satisfactorily address the relevant policy considerations and other requirements, including the principles set out in Strategic Site Allocation in the Core Strategy.

12.3 Consideration has been given to the objections made to the proposed development, as set out in this report. It is considered that none of the material objections outweigh the reasons for approving the Reserved Matters and other details in respect of which approval is sought.

13.0 RECOMMENDATION

13.1 That the Committee resolve to:

- a) **GRANT** Reserved Matters approval (layout, scale, appearance, access and landscaping) in relation to development Plot 08 subject to completion of the legal agreement proposed at recommendation f) and the following conditions and informatives:
- b) **DISCHARGE** all other details and matters required to be approved under Condition 20(i) relation to Plot 08;
- c) **APPROVE DETAILS UNDER/DISCHARGE** conditions 3(ii), 7, 8, 13, 14(i), 15, 19, 20, 21(b),(c),(d),(e) and (f), 33, 45(i), 47 and 50(i)
- d) **PARTIALLY DISCHARGE** Condition 21(a), in relation to Plot 08 (to exclude approval of details of bus stops and associated passenger facilities which have yet to be submitted)
- e) **APPROVE** the external lighting strategy under Condition 12(i) in relation to the whole site.
- f) **AUTHORISE** the Director of Planning to negotiate and complete a deed of variation to the Section 106 Agreement dated 15 March 2015, under Section 106 of the 1990 Act (and other appropriate powers) so as to secure that the 65 London Affordable Rent units within Plot 15 are delivered concurrently with Plot 08.

13.2 That the Committee also authorise the Director of Planning to finalise and issue the decision notice in relation to the application and to include such amendments as she may consider appropriate to ensure the acceptable implementation of the development.

14.0 CONDITIONS

1. Approved Drawings and Documents

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

CON4-PA-03-011; CON4-PA-09-304; CON4-PA-09-303; CON4-PA-09-302; CON4-PA-09-301; CON4-PA-09-300; CON4-PA-07-101; CON4-PA-07-100; CON4-PA-03-013; CON4-PA-03-012; CON4-PA-05-303-A; CON4-PA-05-302-A; CON4-PA-05-301-A; CON4-PA-05-300-A; CON4-PA-05-204-A; CON4-PA-05-203-A; CON4-PA-05-202-A; CON4-PA-05-201-A; CON4-PA-05-109-A; CON4-PA-05-108-A; CON4-PA-05-107-A; CON4-PA-05-106-A; CON4-PA-05-105-A; CON4-PA-05-104-A; CON4-PA-05-103-A; CON4-PA-05-102-A; CON4-PA-05-101-F; CON4-PA-05-100-F; P10852-00-002-320 D00; P10852-00-002-130 D01; P10852-00-002-121 D01; P10852-00-002-120 D01; P10852-00-002-112 D01; P10852-00-002-111 D01; P10852-00-002-110 D01; P10852-00-002-109 D01; P10852-00-002-108 D01; P10852-00-002-105 D01; P10852-00-002-104 D01; P10852-00-002-103 D01; P10852-00-002-102 D01; P10852-00-002-101 D01; P10852-00-002-100 D01; CW-P08-GL-DS-0510-300-PL; P10466-00-002-800-D01; P10466-00-002-801-D01; P10852-00-002-100-MARK-UP-FOOTWAY-WIDTHS

Reason: To ensure that the development is carried out in accordance with the approved documents, plans and drawings submitted with the application and is acceptable to the local planning authority.

2. Wind Mitigation Measures

- a) Prior to occupation of Plot 08, a scheme of wind mitigation measures that are to be installed within terrace region 2 (being the roof terrace serving Flat 11.2.01, core 2

on Floor 11) at the site, shall be submitted to and approved in writing by the local planning authority.

- b) Any such mitigation as approved under part (a) shall be installed in accordance with the approved drawings, prior to first occupation and shall be retained and maintained permanently.

Reason: In order that the local planning authority may be satisfied that the development is safe with regard to wind and microclimate.

3. Design Response to Heritage Assets

Prior to the commencement of above ground development, full details of design response to heritage assets as outlined in, but not limited to, the document entitled "Convoys Wharf Plot 08, Supplementary Design Response to Heritage Assets" dated February 2020, shall be submitted to and approved by the local planning authority in consultation with Historic England (Greater London Archaeological Advisory Service). The approved details shall be implemented prior to occupation of the residential and commercial units and retained in perpetuity.

Reason: In order to demonstrate how the heritage assets of the site have informed design proposals.

15.0 INFORMATIVES

- A. **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 discussions took place which resulted in further information being submitted.
- B. You are advised that all construction work should be undertaken in accordance with the "London Borough of Lewisham Code of Practice for Control of Pollution and Noise from Demolition and Construction Sites" available on the Lewisham web page.
- C. The applicant is required to meet the relevant building control regulations in relation to the proposed development.

Committee	STRATEGIC PLANNING COMMITTEE	
Report Title	PLOT 15, CONVOYS WHARF, LONDON, SE8 3JH	
Ward	Evelyn	
Contributors	David Robinson	
Class	PART 1	09 06 2020

Reg. Nos.

DC/19/111912

Application dated

24 April 2019

Applicant

DP9 Limited, on behalf of Convoys Wharf Limited

Proposal

Approval of Reserved Matters (layout, scale, appearance, access and landscaping) for Plot P15 (Phase 1) comprising the construction of a development plot ranging from four to nine storeys in height, proposing 124 affordable homes, 800 sq. m (GEA) of office use (Class B1), 300 sq. m (GEA) of retail uses (Class A), parking, landscaping and other details pursuant to conditions 20(i) and 21(i) together with discharge/approvals under condition 3(ii) (Microclimate: Wind), condition 7 (Building Design Statement), condition 8(i) (Reconciliation Document), condition 10 (Housing 'Residential Space Standards'), condition 13 (Heritage Statement), condition 14(i) (Biodiversity), condition 15 (Energy Strategy), condition 19 (Drainage and Flood Risk), condition 30(i) (Residential Open Space), condition 42 (i) (Public Open Space and Landscaping), condition 45(i) (Contaminated Land) of Outline Planning Permission ref. DC/13/83358 for the comprehensive redevelopment of Convoys Wharf, Prince Street, London, SE8 3JH.

Applicant's Plan Nos.

2056-A-L-501 Rev 1; 2056-A-L-500 Rev 1; 2056-A-L-502 Rev 1; 2056-A-L-401 Rev 1; 2056-A-L-400 Rev 1; 2056-A-L-302 Rev 00; 2056-A-L-301 Rev 00; 2056-A-L-300 Rev 00; 2056-A-L-202; 2056-A-L-201; 2056-A-L-200; 2056-A-L-109; 2056-A-L-107; 2056-A-L-002; 2056-A-L-001; 2056-A-L-108 Rev 1; 2056-A-L-100 Rev 2; 2056-A-L-101 Rev 2; 2056-A-L-102 Rev 2; 2056-A-L-103 Rev 2; 2056-A-L-104 Rev 2; 2056-A-L-105 Rev 2; 2056-A-L-106 Rev 2; 2056-A-C-801 Rev A; 2056-A-L-800 Rev A; 2056-A-L-100 Rev G

584.02 _SK_00_403 Rev P02; 584.02 _SK_00_402 Rev P03; 584.02 _SK_00_401 Rev P03; 584.02 _SK_00_301 Rev P04; 584.02 _SK_00_201 Rev P03; 584.02 _SK_00_103 Rev P04; 584.02 _SK_00_102 Rev P04; 584.02 _SK_00_101 Rev P06; 584.02 _SK_00_100 Rev P04

Design & Access Statement (March 2019) (Glenn Howells); Arboricultural Impact Assessment (March 2019) (Treework Environmental); Biodiverse Habitat Creation (March 2019) (AECOM); Building Design Statement (March 2019) (Glenn Howells); Built

Heritage Statement (March 2019) (CGMS); Daylight & Sunlight Report (March 2019) (EB7); Drainage Strategy + drawings (March 2019) (Cundall); Ecology Statement (March 2019) (AECOM); EIA Statement of Conformity (March 2019) (AECOM); Energy & Sustainability Strategy (March 2019) (Cundall); Planning Statement (March 2019) (DP9); Reconciliation Statement (March 2019) (DP9); Remediation Strategy (March 2019) (AECOM); Statement of Community Consultation (March 2019) (Quatro); Transport Statement (March 2019) (AECOM); Wind Assessment (March 2019) (AECOM) Landscape Addendum Report P03 (June 2019) (Andy Sturgeon); Summary of the Design Response to Heritage Assets (September 2019) (Glenn Howells) Heritage Statement (October 2019) (CGMS); Drainage Strategy Rev E (November 2019) (Cundall); Phase 1 Desk Study Plot 15 (October 2019) (AECOM); Transport Statement Rev 03 (December 2019) (AECOM); Overheating Risk Analysis (October 2019) (Cundall); Healthy Streets Assessment (November 2019) (Steer); Heritage Design Proposal (December 2019) (Really Local); Drainage management plan Rev A (November 2019) (Cundall) Phase 2 Intrusive Site Investigation Plot 15 (October 2019) (AECOM); Accommodation Schedule (July 2019) (Glenn Howells); Supplementary Design Response to Heritage Assets (February 2020); Drainage Sketch Layout Rev A (January 2020) (Cundall/EPG); Building External Materials (Glenn Howells); Updated schematics (Rev P6) and calculations (January 2020) (Cundall)

Background Papers

Case File LE/451/179/TP
 NPPF (February 2019)
 London Plan (March 2016)
 Core Strategy (June 2011)
 Development Management Local Plan (November 2014)

Designation

PTAL 1a / 2 / 3
 Area of Archaeological Priority
 Deptford Neighbourhood Forum
 Flood Risk Zones 2 and 3
 Landmark Viewing Corridor
 Protected Vista
 Regeneration and Growth Area
 Site of Importance for Nature Conservation
 Strategic Site Allocation 2
 Thames Policy Area

1.0 SUMMARY

1.1 This report relates to an application for the approval of Reserved Matters and other details relating to Plot 15 within the Convoys Wharf Development. The report has been brought

before members for a decision as permission is recommended for approval, and there are three or more (6 no.) valid planning objections and as the application pertains to a site of strategic importance.

2.0 INTRODUCTION

Background to Outline Permission at Convoys Wharf

- 2.1 The relevant planning history is set out in Section 4 of this Report. By way of further background, the outline planning permission to which the Reserved Matters/other details application relates was granted by the Mayor of London in March 2015. The outline application was submitted to the Council in April 2013. As the application was an application of potential strategic importance as defined in the Town and Country Planning (Mayor of London) Order 2008 it was, in the usual way, notified to the Mayor of London in accordance with the 2008 Order.
- 2.2 In October 2013 and before the Council had formally considered the application, the applicant asked the Mayor to exercise his statutory powers to 'call in' in the application for his own determination. The Council made representations to the Mayor opposing such a move, but the Mayor of London nevertheless decided that he would determine the application.
- 2.3 The Council also made representations objecting to the application on the basis of inappropriate scale and massing and relationship with historic buildings, failure to link with Sayes Court and to accommodate The Lenox, limited scope for evolution of the scheme, various transport issues and uncertainty over community benefits and recommended that it be refused. Following a representations hearing, the Mayor resolved that permission be granted subject to satisfactory completion of a Section 106 Agreement. The Section 106 Agreement (to which the Council is a party) was concluded on 10 March 2015, and outline planning permission (**OPP**) was granted by the Mayor on the same date
- 2.4 The Mayor of London has directed that the Council should determine subsequent Reserved Matter applications and discharge the conditions under the OPP.

Scope of Approved Outline Planning Permission

- 2.5 The OPP permits the demolition of all non-listed structures at the site, and comprehensive redevelopment (to include retention and refurbishment of the Grade II Listed Olympia Building) to provide up to 419,100m² of mixed use development comprising up to:
- 321,000m² residential (Class C3) (up to 3,500 units);
 - 15,500m² business space (Class B1/live/work units);
 - 2,200m² for up to three energy centres;
 - 32,200m² working wharf and vessel moorings (Class B2 and sui generis);
 - 27,070m² hotel (Class C1);
 - 5,810m² retail, financial and professional services (Classes A1 and A2);
 - 4,520m² restaurant/cafes and drinking establishments (Classes A3 and A4);
 - 13,000m² community/non-residential institutions (Class D1 and D2),
 - 1,840 car parking spaces, together with vehicular access and a river bus facility.
- 2.6 The development is divided into 22 separate plots and is to be developed in 3 phases. Each plot is defined by a set of parameters (described in further detail in the assessment below) that fix its location within the site and its shape, the maximum and minimum height, width and length of each building within the plot and the extent of podiums. The parameters also fix road widths. The 22 development plots, 3 phases and safeguarded wharf are indicated in image 1 below:

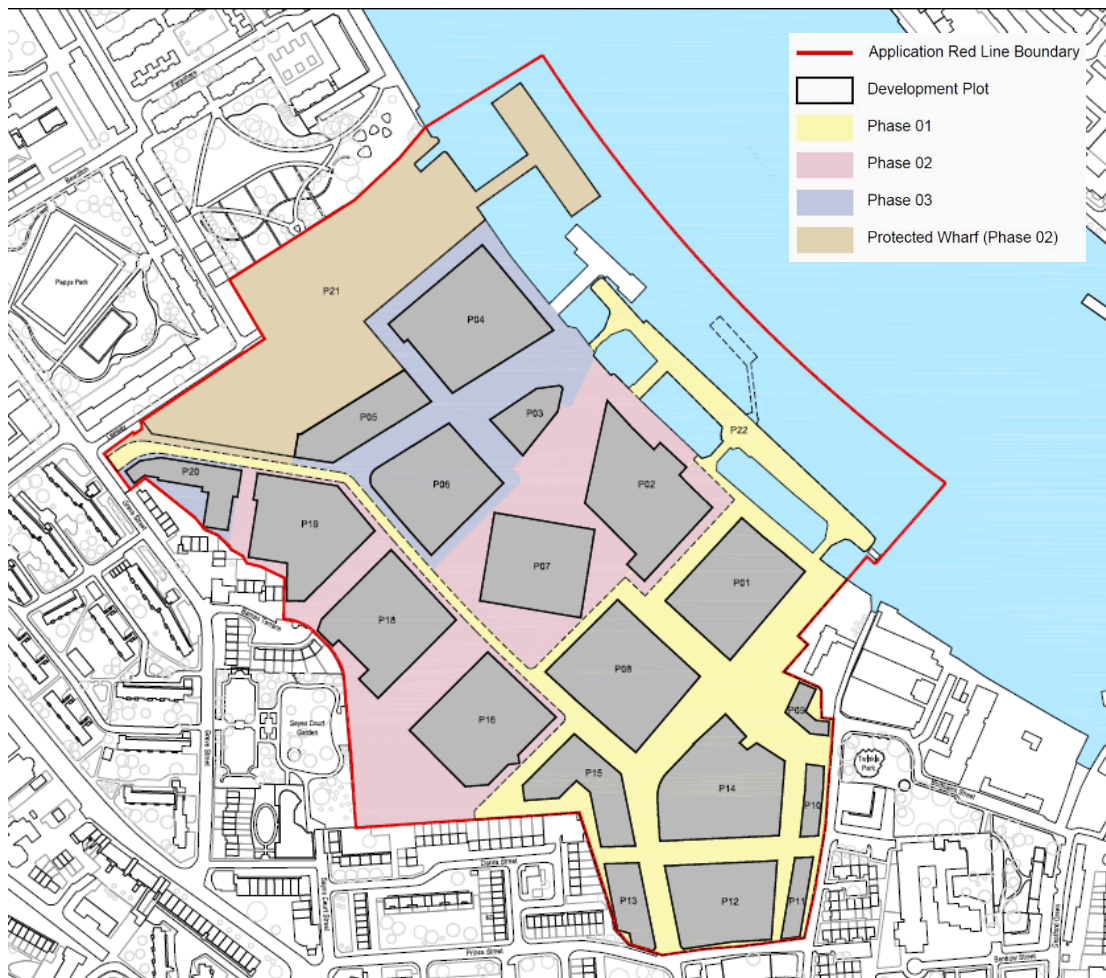


Image 1: Convoys Wharf Outline Plot and Phasing Plan

- 2.7 The development has an anticipated 10-15 year build out programme.
- 2.8 The existing Section 106 Agreement includes the following. Please note that this is not an exhaustive list.

Community Infrastructure and Projects

- Primary school - delivery of a 2-Form entry primary school, with an option for increased capacity to 3-Form entry;
- Secondary and post sixteen education - £440,000 (up to £881,000 subject to viability);
- Local open space - £560,000;
- Local heritage and public art - £300,000;
- Community Trust - £250,000;
- Community projects (Lennox and John Evelyn Centre – subject to business plans) - £250,000;
- Feasibility study for the Lennox Project - £20,000;
- Healthcare Facility (subject to a lease with a Healthcare provider - £643,724 in lieu;

Housing

- Delivery of at least 15% affordable housing and a review mechanism
 - At not less than 30% Affordable Rent Dwellings;
 - At not less than 70% Intermediate Dwellings
 - Wheelchair Housing

Employment

- Wharf infrastructure and activation;
- Local employment and training initiatives (including the affordable business space at subsidised rents);
- Employment and Training Contribution - £500,000;

Transport

- Contributions towards highways works to Deptford High Street, Prince Street, Grove Street, Evelyn Street, Oxestalls Road, Deptford Church Street/ Deptford Broadway Junction and other highways in the vicinity - £1,417,500
- Further s278 Highway works to New King Street (widening and public realm improvements) and to northern section of Deptford High Street between Deptford Station and the Evelyn Street/New King Street;
- Pedestrian and cyclists improvements to Deptford Church Street/A2 junction;
- Delivery of river pier for timetabled passenger services and associated land facilities and financial contribution to Riverbus service - £3,000,000;
- New and diverted bus service (plus capacity enhancements to existing services on Evelyn Street) - £5,750,000;
- New and enhanced off-site bus stops - £99,500;
- Travel Plan for each use (including Travel Plan measures, car club spaces);
- Provision of Controlled Parking Zone - £250,000;
- Air Quality Monitoring - £100,000;
- Delivery of on-site spine road, Thames Path extension and a network of public pedestrian and cycle links within the site;
- Safeguarding of sites for two cycle hire docking stations;
- Monitoring costs - £400,000

Other matters

- Provision of Design and Access Panel to assist the submission of Reserved Matters Applications;
- Provision of Cultural Steering Group;
- Olympia Building Strategy
- Energy strategy (including prioritisation of SELCHP connection);
- CCTV scheme.
- Telecommunications monitoring and mitigation
- Wharf activation provisions

3.0 SITE DESCRIPTION

- 3.1 The wider Convoys Wharf site is approximately 16.6 hectares (41.2 acres), representing about 50% of Lewisham's River Thames frontage. The majority of the eastern side of the application site forms the administrative boundary with the London Borough of Greenwich. The remainder is formed by the boundary with the Shipwright's Palace (listed Grade II*) which is within the Borough. The surrounding area is predominantly residential with the Pepys Estate and Pepys Park to the west and the Sayes Court Estate to the south. The Pepys Estate, including Aragon Tower, ranges from 3 storeys to 8 storeys with three tall buildings; two at 24 storeys and Aragon Tower at 30 storeys. The Sayes Court Estate is predominantly 3 to 5 storeys with some 11 storey blocks. The site is bounded by Leeway to the north west, properties on Grove Street/Prince Street, Barnes Terrace and Dacca Street to the south and Watergate Street to the east with properties ranging from 2 to 5 storeys.

- 3.2 Existing access to the site is via an entrance at the junction of Prince Street and New King Street. Evelyn Street (A200) and the northern end of Deptford High Street are approximately 100m to the south. Cycle Super Highway 4 is proposed along Evelyn Street in the future. In terms of public transport services in the area, a number of bus services (47, 188, 199, N1, N47) run along Evelyn Street and one service (199) is routed along Grove Street (although not adjacent to the site). The nearest mainline stations are at Deptford and Greenwich (services to/from Cannon Street and Charing Cross via London Bridge), DLR services are at Greenwich Cutty Sark and Deptford Bridge, Underground services at Canada Water and Surrey Quays and Overground at Surrey Quays.
- 3.3 Approximately 9 hectares of the site is a protected wharf. The wharf is not currently operational. It is subject to a Safeguarding Direction issued by the Secretary of State in June 2000 which requires the Mayor to be consulted prior to the grant of planning permission relating to the area protected. In January, the Mayor approved the final recommendations of the review for submission to the Secretary of State for Housing Communities and Local Government. This recommends that the safeguarding be retained for Convoys Wharf with the boundary of the protected wharf amended to reflect the boundary of the OPP.
- 3.4 Approximately 9 hectares of the site is a protected wharf and as indicated above, the wharf is subject to a Safeguarding Direction issued by the Secretary of State in June 2000 under powers in the Town and Country Planning Act 1990 and the Town and Country Planning (General Development Procedure) Order 1995. The wharf within the site red line boundary is not currently operational.
- 3.5 The site has a substantial and significant history having been the site of the Royal Dockyard since the 16th century and also the location of Sayes Court Garden and house, once occupied by John Evelyn. This history is visible with the Grade II listed building within the protected wharf area, Olympia Warehouse, constructed as cover to Slipways nos. 2 & 3 in the former Deptford Royal Dockyard. Gate posts at the junction of Grove Street and Leeway and the river wall are also listed Grade II. Other historic features on the site are archaeological remains which include the site of a Tudor Store House (a Scheduled Ancient Monument), a basin to the front of the Olympia Warehouse, the double dry dock and Sayes Court House. English Heritage (now Heritage England) has identified Convoys Wharf as an Area of Archaeological Priority where significant buried remains of the former Royal Dockyard are likely to exist. Recent archaeological investigations have shown a number of that a number of archaeological features survive below ground.
- 3.6 A group of mature trees on the northeast corner of the site adjacent to the Shipwright's Palace (which lies outside the application site boundary) are subject to a Tree Preservation Order, as are trees located along the south-western boundary of the site.
- 3.7 The north-west corner of the Convoys Wharf site sits within the protected viewing corridor of St Paul's Cathedral from Greenwich Park and the wider setting consultation area in the foreground and middle ground.
- 3.8 Up until recently, there were 33 buildings on the site which were of late 20th century construction, save for the Olympia Warehouse which dates from 1846. In early 2011, a number of the modern warehouse buildings were demolished. There are now 5 buildings retained on site, including the listed Olympia Warehouse.
- 3.9 The site has a public transport accessibility level (PTAL) spanning across 1a, 2, and 3.
- 3.10 The site is within the Deptford Creek/Greenwich Riverside Opportunity Area as identified in the London Plan. Convoys Wharf is designated as a Strategic Site within the Core Strategy and is located within the Deptford Regeneration and Growth Area.

- 3.11 Directly to the west of Convoys Wharf is the Oxestalls Road Strategic Site (also known as The Wharves, Deptford) which has planning permission for 1132 new dwellings in buildings ranging from 4-24 storeys. Phase 1 is under construction. Further west is the Plough Way Strategic site which is formed of four plots; Marine Wharf West, Marine Wharf East, Cannon Wharf and sites in Yeoman Street. All have planning permission with the total number of 1244 approved units. The Plough Way sites are now complete.

4.0 RELEVANT PLANNING HISTORY

Background

- 4.1 The site has relatively a limited formal planning history but as set out above, has a long and significant history as a naval dockyard dating from the 17th century. This has left an important legacy in the form of archaeological remains on and adjacent to the site. The site was used by Convoys, a subsidiary company of News International Plc, for the importation and transshipment of newspaper products up until September 1999 when Convoys operations were relocated to Medway. Parts of the site were then used for storage purposes but it has been vacant since 2010 and various modern buildings demolished.
- 4.2 In 2002, News International submitted an outline application for the comprehensive residential-led mixed use redevelopment of the site for a total of up to 447,045m² of floorspace comprising providing c. 3,500 dwellings with employment leisure and retail uses. The Council resolved to grant planning permission subject to completion of a S106 agreement, but due to a number of concerns and referral to the Mayor, but due to a number of concerns raised by the GLA, principally focused on the protected wharf, affordable housing and transport matters, the referral was withdrawn at the request of the GLA.
- 4.3 The site was subsequently acquired by the current owners, Hutchison Whampoa (**HW**) and the planning application was amended but was ultimately withdrawn when HW engaged new masterplanners, Farrells, and submitted a new outline planning application which led to the grant of the OPP by the Mayor in March 2015.

Other Relevant Planning Applications

- 4.4 An amended phasing plan (condition 22) was approved on 27th June 2018 as per Image 1 above (planning application reference number DC/18/107740).
- 4.5 DC/19/113231 - An application submitted under Section 96a of the Town and Country Planning Act 1990 for a Non-material amendment in connection with the Planning Permission DC/13/83358 approved (GLA reference D&P/0051c/GC/18) 10th March 2015 for the comprehensive redevelopment of Convoys Wharf to provide a mixed-use development of up to 419,100m² comprising:
- up to 321,000m² residential floorspace (up to 3,500 units) (Use Class C3)
 - up to 15,500m² employment floorspace (Class B1/Live/Work units) including up to 2,200m² for 3 no. potential energy centres
 - wharf with associated vessel moorings and up to 32,200m² of employment floorspace (Sui Generis & Class B2)
 - up to 5,810m² of retail and financial and professional services floorspace (Classes A1 & A2)
 - up to 4,520m² of restaurant/cafe and drinking establishment floorspace (Classes A3 & A4)
 - up to 13,000m² of community/non residential institution floorspace (Class D1) and assembly and leisure (Class D2)
 - up to 27,070m² of hotel floorspace (Class C1)
 - river bus jetty and associated structures

- 1,840 car parking spaces together with vehicular access from New King Street and Grove Street
- retention and refurbishment of the Olympia Building and demolition of all remaining non-listed structures on site

In order to allow an amendment to minimum development parameters in relation to P08 and the minimum and maximum development parameters in relation to P15.

- 4.6 Reserved Matters Applications for Plot 08 (DC/18/107698) and Plot 22 (DC/18/107620) and discharge of/approval under conditions in relation to those Plots have also been received by the Council. These applications are the subject of separate reports which are also on the same agenda as the application in relation to Plot 15.
- 4.7 A number of further applications have been submitted and approved in relation to advance site works and other pre-commencement conditions as follows:
- 4.8 DC/15/094797 - Partial details for the advanced site works phase relating to the haul road submitted in partial compliance with Condition (45) (i) (a) and (b) Contamination Studies of the planning permission DC/13/83358 dated 10th March 2015 – Approved 19 February 2016
- 4.9 DC/15/094799 - Details related to the advanced site works phase submitted in partial compliance with Condition 47 Surface Water Control Measures of planning permission DC/13/83358 dated 10th March 2015 – Approved 5 February 2016
- 4.10 DC/15/094800 - Details for the advanced works phase submitted in partial compliance with Conditions (34, 35, 36, 37, 38 and 39) Archaeological Work of the planning permission DC/13/83358 dated 10th March 2015 – Approved 24 February 2016
- 4.11 DC/16/095903 - Details submitted in compliance with Condition (44)(i) Site-Wide Construction Code of Practice of planning permission DC/13/83358 dated 10th March 2015 – Approved 21 April 2016
- 4.12 DC/16/096970 - Details submitted in compliance with Condition (44)(ii) Phase-Specific Construction Code of Practice of planning permission DC/13/83358 dated 10th March 2015 – Approved 01 June 2016
- 4.13 DC/17/100954 - Details submitted in compliance with Condition 6 (River Wall Surveys) of the planning permission DC/13/83358 dated 10th March 2015 – Approved 21st June 2018
- 4.14 DC/17/104961 - Details submitted in compliance with Condition 41 (Ecological Management Strategy) of the planning permission DC/13/83358 dated 10th March 2015 – Approved 23rd March 2018

5.0 THE PROPOSALS AND SCOPE OF ASSESSMENT

- 5.1 This current application seeks approval of Reserved Matters for Plot 15, together with the approval of other details under Conditions 20 and 21 of the OPP and approval/discharge under/of the conditions listed in the Table at paragraph 5.7 below.
- 5.2 The comprehensive redevelopment of the site has already been assessed and the OPP granted based on a number of development principles and parameters. These include the overall quantum of development and mix of uses, the scale, height and massing of buildings, as well as the general layout of the site including the location of buildings, routes and open spaces.
- 5.3 Condition 20 of the OPP is set out below. The 'Reserved Matters' required to be approved are the details referred to as layout (20(i)(a)), scale (20(i)(b)), appearance (20(i)(c)), access

(20(i)(e) and landscaping (20(i)(f). The Town and Country Planning (Development Management Procedure) (England) Order 2015 defines the reserved matters as:

- (i) layout: the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development;
- (ii) scale - the height, width and length of each building proposed within the development in relation to its surroundings;
- (iii) appearance - the aspects of a building or place within the development which determines the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture;
- (iv) landscaping - the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes
 - (a) screening by fences, walls or other means;
 - (b) the planting of trees, hedges, shrubs or grass;
 - (c) the formation of banks, terraces or other earthworks;
 - (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and
 - (e) the provision of other amenity features;
- (v) access: the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

5.4 An application for the approval of reserved matters is not an application for planning permission. In terms of formal requirements, the Town and Country Planning (Development Management Procedure) (England) Order 2015 states only that such applications “must include such particulars, and be accompanied by such plans and drawings, as are necessary to deal with the matters reserved in the outline planning permission”.

5.5 It is important to note that as OPP has been granted, the principle of the development and those elements of the development that have already been approved in outline (including the road layout, the overall quantum and mix of uses, the scale, height and massing of buildings and the general layout of the site as identified on the approved parameter plans) do not form part of the current application and are not matters for reconsideration as part of the determination of the proposed reserved matters or other matters submitted for discharge/approval under conditions.

5.6 Condition 20 provides as follows:

Reserved Matters/ approval of details

- i) Development other than works approved under Condition 21 shall not commence in a Phase or Sub-Phase or Plot approved under Condition 22 until layouts, plans, sections, elevations and other supporting material for that Phase. Sub-Phase or Plot detailing:
 - a) Siting and layout of the buildings and other structures;
 - b) Scale and design of the buildings (including floor areas, height and massing);
 - c) External appearance (including samples of the materials and finishes to be used for all external surfaces and including but not limited to roofs, elevation treatment and glazing);
 - d) Measures to appropriately mitigate any potential overlooking issues (including details of proposed privacy screening);

- e) Means of access (and details of surface treatments) for carriageways, cycleways, footways, footpaths and pedestrian access routes (identifying those which are to be publicly accessible) and routes to/from car parking and cycle storage/parking;
 - f) Hard and soft landscaping and planting, site boundary treatments of all publicly accessible open space and all private open space (including play space, private residential amenity space and communal residential amenity space); and,
 - g) Impact study of the existing water supply infrastructure (to determine the magnitude of any new additional capacity required in the system and a suitable connection point – for approval by the Local Planning Authority in consultation with Thames Water) have been submitted to and approved in writing by the Local Planning Authority.
- ii) The details of publicly accessible routes required to be submitted pursuant to part (i)(e) of this Condition shall include timescales for completion of such publicly accessible routes by reference to the occupation of residential units within the Phase, Sub-Phase or Plot in which they are to be provided.
 - iii) The development shall in all aspects be carried out in strict accordance with the details approved under this Condition.
 - iv) Not more than the relevant threshold of residential units as specified in the details approved pursuant to part (ii) of this Condition shall be occupied until the publicly accessible routes have been completed in strict accordance with the details approved pursuant to part (i) of this Condition.

Discharge of Conditions

5.7 In addition to the application for the approval of Reserved Matters for Plot 15, the applicant has also applied for approval of the other details required by Condition 20 so far as is relevant to Plot 15 and to discharge certain other conditions of the OPP. The relevant conditions are listed in Table 1. The full wording of each of the conditions can be viewed in the OPP, a copy of which is attached as Appendix 1.

Number	Title
3	Microclimate: wind
7	Building design Statement and Tall Buildings Design Statement
8	Reconciliation Statement
10	Housing (Minimum residential space standards)
12	Lighting
13	Heritage Statement
14	Biodiversity
15	Energy Statement
19	Drainage and flood risk
21	Infrastructure and other details
30	Residential open space
45	Contaminated Land
47	Surface water control measures
50	Electric vehicle charging points

Table 1: Conditions sought for discharge

5.8 The details considered below in relation to the Reserved Matters are also material to consideration of other matters required to be approved under Condition 20. The assessment of layout is also relevant to siting (part of 20(i)(a)), the assessments of scale and appearance are also relevant to design (part of 20(i)(b)). The assessment of playspace (part of 20(i)(f)) is also considered under landscaping.

Overview of Plot 15 Proposals

- 5.9 The approved phasing programme (DC/15/094795 as amended by DC/18/107740) indicates that the works to P15 are to be delivered as part of Phase 1.
- 5.10 In accordance with the approved Development Specification (CW05A), the key components of Plot 15 are as follows:
- 12,525sqm of residential (Class C3) floor space;
 - 800sqm of business (Class B1/ Live/Work units);
 - 300sqm of shops (Class A1) and financial and professional services (Class A2); floor space; and
 - 3,300sqm of Hotel (Class C1) Floor space
- 5.11 The proposal for Plot 15 will seeks to utilise 11,466 sqm with residential, retail (300sqm) and business uses (800sqm). The hotel will not be pursued for this plot as this is anticipated being delivered elsewhere in the development site, likely within Plot 16.
- 5.12 The location of Plot 15 in relation to surrounding plots and existing development is indicated by Image 2 below.

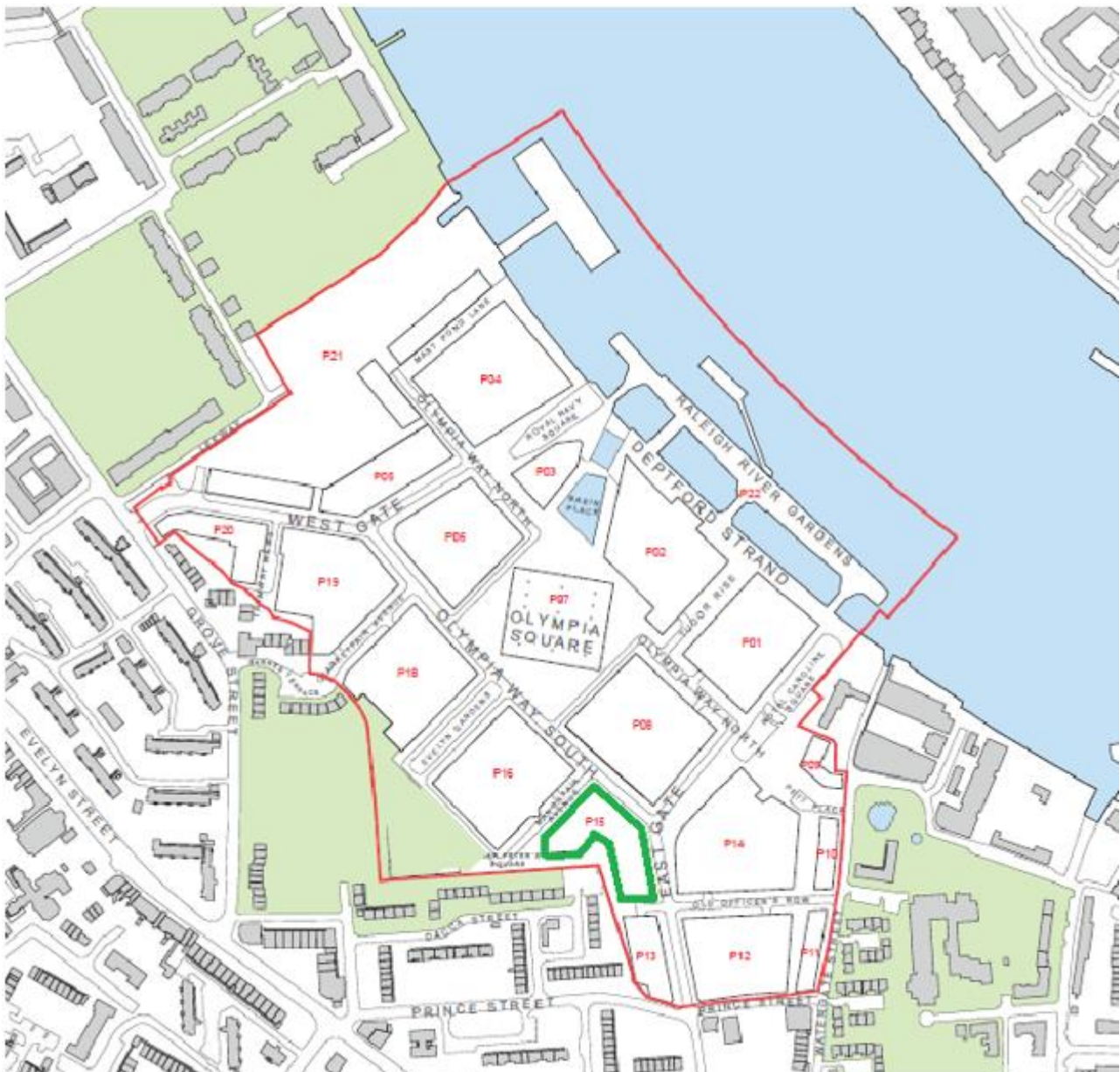


Image 2: Plot 15 (outlined in green) in relation to surrounding development plots

- 5.13 The site is located within Phase 1 of the Convoys Wharf development site with an area of 0.28ha. The masterplan has character areas which define the type of uses and character along the street edge, and which in turn informs the building design. Plot 15 is partly within both the Eastern Gateway and Evelyn Quarter character areas as defined by the Design Guidelines.
- 5.14 The building proposed to be constructed on Plot 15 would be a residential building with commercial and business activity on the ground floor. The building shape is defined by the approved parameters. The outdoor space to the south of the building should include outdoor amenity and children's playspace for the occupants. The application also proposes 12 no. blue badge parking spaces and one additional parking space, alongside cycle parking to be provided within external cycle stores.
- 5.15 The application proposes 124 residential units, with 65 of these to be social rent (provided at London Affordable Rent) and 59 to be an intermediate product (shared ownership). This represents a mix of 55% by habitable room (52.5% by unit) at London Affordable Rent and 45% by habitable room (47.5 by unit) as shared ownership. No private housing is proposed. The tenure and housing mix is discussed further below.

6.0 CONSULTATION

- 6.1 This section outlines the consultation carried out by the Applicant prior to submission of the current application and the Council following the submission of the application, and summarises the responses received.

Applicant's Pre-Application Consultation

- 6.2 The applicant undertook pre-application community consultation to ensure stakeholders had a full and open opportunity to view and comment on the proposals, prior to the submission of a planning application.
- 6.3 The consultation centred around a public exhibition held over two days, Thursday 28th February and Saturday 2nd March. The exhibition was advertised through the distribution of leaflets to residents and businesses in the local area. Individual invitations were also sent to all councillors and stakeholders. It was attended by 81 people over the two days, with eight feedback forms returned.
- 6.4 The applicant held two further drop-in consultation events on Saturday 29th February 2020 and Tuesday 3rd March 2020 at the Community Action Centre at Grove Street.

Council's Application Consultation

- 6.5 The Town and Country Planning (Development Management Procedure) (England) Order 2015 does not prescribe minimum consultation requirements for applications for approval of Reserved Matters or under conditions, nor does the Council's adopted Statement of Community Involvement. However, in common with previous applications and to ensure that statutory and non-statutory consultees as well as members of the public and other interested parties were made aware of the current application, the approach to public consultation for applications for planning permission was adopted. A letter drop was carried out to 1,351 homes and businesses in the area surrounding the application site, an advert was also placed in the Local Press and seven public notices were displayed around the site.
- 6.6 Emails providing a link to the application were sent to the relevant ward Councillors.

6.7 Following the initial consultation, the Council carried out a further reconsultation in February 2020 where another letter drop was carried out to 1,351 homes and businesses in the area surrounding the application site and an advert was also placed in the Local Press.

6.8 The following statutory consultees and stakeholders were also consulted:

- Docklands Light Railway
- Environment Agency
- Greater London Authority
- Historic England
- Highways England
- London Borough of Tower Hamlets
- London Borough of Southwark
- London City Airport
- London Fire and Emergency Authority
- Metropolitan Police Designing Out Crime Officer (Lewisham)
- Museum of London
- National Grid
- Natural England
- Network Rail
- Port of London Authority
- Royal Borough of Greenwich
- Thames Water
- Transport for London

6.9 The following local groups were consulted:

- Creekside Education Trust
- Creekside Forum
- Deptford Folk
- Deptford High Street Association
- Deptford Neighbourhood Action
- Friends of the Earth
- Lewisham Cyclists
- Lewisham Street Traders Association
- London Wildlife Trust
- Greater London Industrial Archaeology Society
- Greenwich Conservation Group
- Greenwich Society
- Naval Dockyards Society
- Pepys Community Forum
- Royal Parks Agency
- The Victorian Society
- Voice4Deptford

6.10 The following Council services were consulted:

- Drainage and Flood Risk
- Ecological Regeneration
- Education
- Environmental Protection
- Highways
- Housing Strategy
- Parks

6.11 In addition, the application has been advertised and consulted upon pursuant to the Town and Country Planning (Development Management Procedure) Order 2010.

Written Responses received from Local Residents and Organisations

6.12 As a result of the public consultation process, 6 representations were received objecting to the proposed development, these included objections from Alliance for Childhood Voice4Deptford and Lewisham Cyclists. A summary of the representations is outlined in Table 2 below.

6.13 The representations from community groups and the public are summarised as follows:

Summary of Representations	Officer Response (paragraphs)
<i>Design and Appearance</i>	
The building fails to take advantage of surrounding architectural design	8.30-8.168
The mixed-use development does not correspond to the history of the site	8.30-8.168
The building should be context-sensitive and site specific with much more green vegetation and landscape all of which should reflect its historic significance.	8.61-8.70, 8.33-8.44, 8.91-8.102, 8.132-8.168
The brick facade does not represent the traditional style of brickwork. The use of brickwork in the facade could bring a playful and artistic sense of heritage and quality design	8.61-8.70
The design has an anywhere feel	8.61-8.70
The proposed brick choice is dark and gloomy	8.61-8.70
The whole of Convoys Wharf site is on archaeological heritage World Monument Watch list. Nothing in the Plot 15 positioning or architecture honours the importance of this.	8.33-8.44, 8.132-8.168
The proposal would result in overshadowing to neighbouring properties	8.33-8.44, 8.216-8.236
<i>Consultation</i>	
There has not been extensive consultation in relation to proposals for Plot 15	6.2 – 6.15
<i>Playspace and Young People</i>	
The application references a play strategy but this is not outlined in the OPP or S106 agreement	8.103-8.111
The location of P15 has potential to create a barrier to children's movement	8.33-8.44
<i>Accommodation and Housing</i>	
The flats appear cramped with inefficient floor layouts, built to the minimum space standards.	8.207
The proposed unit mix is not appropriate – there should be more 3 and 4 beds	8.12 – 8.18
The social rent is at London Affordable Rent which would be higher than that of surrounding estates	8.19-8.25
No detail has been given regarding the security of tenure or service charges	8.19-8.25
The location of P15 is class distinction	8.19-8.25

<i>Transport</i>	
The scheme should be designed to minimise car use and maximise cycle use	8.241 – 8.266
This development brings an opportunity to assess these issues and re-work road junction layouts to increase active travel to and from the site to benefit local people.	The Section 106 Agreement for the Outline Planning Permission secures contributions for the improvement of the existing transport network. Full details can be reviewed within the S106 agreement. A summary of the S106 agreement planning obligations is provided at paragraph 2.15.
<i>Other</i>	
There is no indication given that local residents will have any direct access to the new 'commercial and business activity'.	All commercial units will be directly accessible from publicly accessible open space as defined by the Outline Planning Permission
The naming of areas and streets has not been discussed with the people of Deptford	Schedule 4, Annex 3 of the S106 agreement outlines the Cultural Strategy Commitments. One of the commitments is to promote a naming strategy, all names are currently illustrative.
Energy centre will be a gas powered system	8.279 – 8.295

Table 2: Summary and officer response to representations received

- 6.14 Given the application received 6 representations objecting to the proposed development, a Local Meeting was carried out in accordance with Lewisham's Statement of Community Involvement.
- 6.15 Circa 35 people attended the Local Meeting, which was held at the Evelyn Community Centre, in close proximity to the application site, on 30th July 2019. The minutes of the local meeting are attached as Appendix 2.

Written Responses received from Statutory Agencies and Authorities

Docklands Light Railway

- 6.16 No response

Environment Agency

- 6.17 Requested a full Flood Risk Assessment be provided indicating sleeping accommodation be provided above the relevant modelled flood breach model
- 6.18 Recommend partial discharge in relation to condition 19 (in regard to P15)
- 6.19 Recommend partial discharge of condition 45(i) (in regard to P15)

Greater London Authority

- 6.20 No response.

Historic England (Designated Built Heritage Assets)

- 6.21 Confirmed no objection.

Historic England (Greater London Archaeology Advisory Service)

- 6.22 Initially raised objection – outlined in detail in assessment below
London Borough of Southwark
- 6.23 Confirmed no objection
London Borough of Tower Hamlets
- 6.24 Confirmed no objection
London City Airport
- 6.25 No response
London Fire and Emergency Authority
- 6.26 With reference to planning application DC/19/111912, requesting advice in respect of the above-mentioned premises, please refer to the comments below.
- 6.27 Pump appliance access and water supplies for the fire service were not specifically addressed in the supplied documentation, however they do appear adequate. In other respects this proposal should conform to the requirements of part B5 of Approved Document B.
Metropolitan Police Designing Out Crime Officer (Lewisham)
- 6.28 No objection subject to Secured By Design condition
Museum of London
- 6.29 No response
National Grid
- 6.30 No response
Natural England
- 6.31 Confirmed no objection
Network Rail
- 6.32 No response
Port of London Authority
- 6.33 The PLA considers that further information must be provided prior to determination to show how the design of this plot has taken into account any potential impacts (such as noise) of the operational Safeguarded Wharf on future occupants of the building. This would be in line with the Agents of Change principle, as set out in paragraph 182 of the National Planning Policy Framework (NPPF) and policies D12 (Agent of Change) and SI15 (Water Transport) of the draft new London Plan (published with minor suggested changes 2018).
- 6.34 In addition the previously submitted site wide Code of Construction Practice (CoCP) for the Convoys Wharf development referred to the potential for bulk deliveries and material removals to be undertaken using the River Thames, and that the client and their consultants will explore the use of the river with all contractors for the movement of construction materials and removal of waste materials. The CoCP further states that the volumes and the quantum of said movements will be determined on a phase by phase basis to confirm

whether river usage is economic and viable and the developer commits to investigating for each phase or sub-phase a strategy to maximise the use of the river where reasonably appropriate. However it is not clear from the submitted documents for this application whether this process has been carried out. The submitted Remediation Strategy for this application does state that the contractor will produce a works specific Construction Phase Environmental Management Plan (CEMP). This must include full consideration for the use of the River Thames as part of the construction phase of the development either directly to/from the site of through the supply chain and must form a condition as part of any forthcoming planning permission.

Royal Borough of Greenwich

6.35 Confirmed no objection

Thames Water

6.36 Thames Water agree to discharge condition 20, as the impact of the developments at Convoys Wharf site have already been modelled and the findings of the report are still valid. Due to a significant impact on the local network, the following reinforcements will be required: circa 1.5km of 355mm HPPE main along Surrey Canal Road. After the proposed network reinforcement has been implemented, a fire flow of 25l/s can be met. The developer must adhere to the conclusions and recommendations in these reports that additional reinforcements will be required for this development and work with Thames Water.

6.37 Further condition and informative recommended in relation to works within Thames Water Assets.

Transport for London

We have no comments on Condition 3, 7, 8, 9, 10, 14, 14, 15, 19, 30, 42 or 45.

6.38 For Condition 18, we consider it appropriate for the applicant to be specific about deferring discharge of this condition.

6.39 For Condition 21, it appears that insufficient information has been submitted.

6.40 Condition 31 must be discharged, although it isn't listed as a condition to be discharged within this application.

6.41 Condition 32, no supporting information appears to be supplied to allow discharge.

6.42 Condition 33 cannot be discharged as the details provided, albeit not complete, show that the cycle parking is not acceptable.

Responses from Council Departments

Drainage and Flood Risk

6.43 Initial objections raised as follows:

6.44 We object to discharging Condition 19 of the application for the following reasons:

- The drainage strategy is not aligned with the drainage hierarchy of the London Plan Policy 5.13. The applicant has not provided evidence to fully justify why more sustainable drainage options are not considered feasible for the development.
- The applicant has not provided the greenfield runoff rates, so we are unable to assess the runoff proposals against the requirements of the London Plan.

- There are three different proposed runoff rates stated within the documentation – 1.85 l/s, 2.0 l/s and 10 l/s. This will need to be clarified and then assessed against the greenfield runoff rate.
- In the proposed drainage strategy, the applicant uses a climate change allowance of 30%.
- Applicant has not demonstrated compliance with the Non-Statutory technical standards S7 to S9, neither provided storage calculations to support that site has enough attenuation capacity.
- Applicant has not provided any drainage drawing with details of the drainage features (e.g. location and size of the underground tank) and a strategic plan of how the overall area will be drained.
- The submitted maintenance plan that has been provided, does not include all of the drainage features (oil separator, green/brown roofs), and includes activities/frequencies in a very general manner.
- We cannot find the cited AECOM's drainage strategy document for the Convoys Wharf drainage infrastructure which is in described as containing information in terms of attenuation, discharge rates and a maintenance plan.

6.45 Please can the applicant submit information which:

- Demonstrates compliance with the London Plan Policy 5.13 drainage hierarchy for achieving a sustainable drainage system, or provide evidence to justify that higher options in the policy are not feasible for the development. The proposed site development can support integrations for more SuDS features that have not been considered such as permeable pavement, raingardens, tree pits, planters etc. It is worth noting that the condition specifies that the development should avoid pumping.
- Demonstrates greenfield rates and show compliance with the London Plan. Discharge rates must be no more than 3x greenfield.
- Clarifies what the proposed discharge rate is.
- Applies a 40% climate change allowance to the calculations as the life span of the development is anticipated to be more than 50 years.
- Demonstrates by submitting detailed calculations, that no flooding occurs during the 1 in 30 year event on site and no flooding occurs to buildings in the 1 in 100 year event and to demonstrate that the proposed attenuation features have enough capacity to attenuate site runoff volumes. Exceedance routes must be identified. The site must be able to attenuate the greenfield volume of the 1 in 100 year 6 hour event or as close as reasonably practical.
- Demonstrates a design drawing, providing details of the drainage features and a strategic plan on how the overall area will be drained.
- Demonstrates a maintenance scheme that includes all of the proposed drainage features and specifies the appropriate actions and frequencies of maintaining the components for the life span of the development. The applicant should also provide more information on the responsible owner.

Ecological Regeneration

6.46 No response

Education

6.47 No response

Energy and Sustainability Manager

6.48 Requested the following further information:

- More information is required on the scheme's Target Fabric Energy Efficiency (TFEE) and how this proposal will exceed the baseline
- More information required on the lighting specification
- More information required in relation to mechanical ventilation
- Overheating analysis is required

Environmental Protection

6.49 Request plot specific land contamination documents as required by condition 45.

Highways

6.50 The submitted drawings for Plot 15 don't include the carriageway or footpath on the Spine Road (named East Gate) that provides pedestrian and vehicular access to the plot from Prince Street / New King Street. Plot 15 cannot be considered in isolation without further details of the proposed pedestrian route to the plot should be included.

6.51 While the proposed footway widths may be within the parameters of the outline consent, it is considered reasonable to require a more thorough analysis of pedestrian comfort levels to ensure pedestrian trips can be comfortably accommodated along the spine road between plot15 and the gate at Prince Street / New King Street.

6.52 Section 7.5.1 of the Transport Statement (CW-P15-ACE-RP-0701-001-D-01 December 2019) refers to TfL's Healthy Streets Check for Designers which 'requires a proposed clear footway width of 2m minimum', and suggests 'the masterplan proposal held within Appendix G shows a width of clear, continuous walking space (i.e. a clear footway width) of 3m'. The Transport Statement then states 'assessing this proposed 3m clear footway width against the proposed peak pedestrian flow with regards to TfL's Healthy Streets Check for Designers, results in the footways being categorised as quiet.

6.53 However, the footway widths are assessed without street furniture, and the scoring guidance for TfL's Healthy Streets Check for Designers states the following:-

6.54 'The appropriate amount of footway space depends on likely pedestrian flow, and the Healthy Streets Check takes this into account at a basic level. Note that this metric is intended to be a quick estimate of pedestrian comfort, and does not substitute for a more thorough analysis of pedestrian comfort levels'.

6.55 As per my comments outlined above, the proposed footways may be 'adequate' In the temporary scenario, but is not considered acceptable in the permanent scenario.

6.56 Further analysis of pedestrian comfort levels are required to ensure pedestrian trips can be comfortably accommodated along the spine road between plot15 and the gate at Prince Street / New King Street.

6.57 The footways in the future scenario should have, a Pedestrian Comfort Level rating of 'A' and the clear width of the footway on the Spine road should be a minimum of 3m. These details should be secured by an appropriate planning condition.

Housing Strategy

6.58 No response

Parks

6.59 No response

Design and Access Panel

- 6.60 The S106 agreement requires that an independent Design and Access Panel (DAP) be formed, responsible for providing advice and guidance on matters relating to design and design quality and access in relation to the development.
- 6.61 The S106 requires that the membership of the DAP comprise the following 3 persons nominated by the Council and 3 persons nominated by the owner.
- 6.62 The DAP met in relation to the proposed Reserved Matters Application for Plot 08 in February 2019.
- 6.63 The panel supported the following:
- Thorough and convincing historical analysis of site and surrounding area
 - Examination of Deptford High Street and its variety/consistency as potential design precedent (variation and continuity)
 - The conceptual extension of the High Street to the river
 - Public housing (some LCC) and its brick/craftsmanship precedents
 - Considered view analysis – including the idea of ‘node’ design for specific views
 - General design approach – as backdrop/foil/supporting cast
 - Careful approach to questions of base/middle/top design
 - Subtle strategy in respect of a brickwork colour palette
 - Reinforcement/extension of the High Street
 - The limited number of roof ‘steps’
 - General landscape approach including a listed wall and protected trees
- 6.64 The following additional points of consideration were raised:
- A physical model is desirable in order to show the contextual relationship between built form and civic/open space
 - The space at the rear of the accommodation need to be unambiguously identified either as a potential route, or (preferably) for use by residents and ground-floor occupiers only. Removal of parking provision should be tested
 - This would suggest gating the opening on the left of the High Street extension and what appears on the plan as potential access from the Evelyn Quarter
 - The apartments fronting civic space are a sore thumb. This needs a rethink; GHA might show the relationship between civic space and this part of the building in the next design iteration; a drawing could also include potential street parking
 - Decisions are required in respect of distinctive design for tops – or not
 - Planting possibilities on roofline should be taken into consideration
 - Changes in facade treatment if what lies behind is identical needs to be thought through
 - Rigour of detailed design once strategies are finalised will as ever be important
 - Ground plane with its horizontal character will help
 - Clues to next design iteration may lie in thinking about the relationship or difference between a warehouse aesthetic and LCC housing blocks
 - Extended corridors are similarly disappointing after a century-long history of trying to introduce more space and light into this design element. It would be reasonable to expect light to be introduced at the end of corridors. Could lifts be re-orientated?
- 6.65 The applicant has advised as to how the design has evolved and how they have responded to the comments received by the Design and Access Panel in the Design and Access Statement submitted with this application.

7.0 POLICY CONTEXT

Introduction

- 7.1 An application for approval of reserved matters or for discharge of/approval under conditions is not an application for planning permission. Accordingly, the provisions of Section 70(2) of the Town and Country Planning Act 1990 (as amended), which sets out the considerations the local planning authority must have regard to in determining applications for planning permission, do not apply in the determination of this application for approval of reserved matters.
- 7.2 Notwithstanding the statutory provisions, there development plan for Lewisham and other policies which are relevant in assessing the current application. These are set out below.

DEVELOPMENT PLAN

- 7.3 The Development Plan comprises:
- London Plan Consolidated With Alterations Since 2011 (March 2016) (**LPP**)
 - Lewisham Core Strategy (June 2011) (**CSP**)
 - Lewisham Development Management Local Plan (November 2014) (**DMP**)
 - Lewisham Site Allocations Local Plan (June 2013) (**SALP**)
- 7.4 The London Plan has been reviewed and a new draft London Plan produced (DLP). This has been subject to public examination and an 'Intend to Publish' version subsequently issued by the Mayor of London in December 2019. This has now been reviewed by the Secretary of State and a response outlining amendments has been issued. The DLP is now with the Mayor of London to informally agree amended text with the MHCLG and Secretary of State. Although not yet part of the adopted development plan, given its advanced stage the draft New London Plan carries some weight as a material consideration in planning decisions. The relevant draft policies are discussed within the report.

NATIONAL POLICY & GUIDANCE

- 7.5 National policy and guidance comprises the following:
- National Planning Policy Framework 2019 (NPPF)
 - National Planning Policy Guidance
 - National Design Guide 2019
- 7.6 London Plan SPG:
- Planning for Equality and Diversity in London (October 2007)
 - London View Management Framework (March 2012)
 - All London Green Grid (March 2012)
 - Play and Informal Recreation (September 2012)
 - Sustainable Design and Construction (April 2014)
 - Character and Context (June 2014)
 - The control of dust and emissions during construction and demolition (July 2014)
 - Accessible London: Achieving an Inclusive Environment (October 2014)

- Social Infrastructure (May 2015)
- Housing (March 2016)
- Homes for Londoners: Affordable Housing & Viability (August 2017)
- Culture & Night Time Economy (November 2017)
- Energy Assessment Guidance (October 2018)

NEIGHBOURHOOD PLAN

- 7.7 The application site is located within the Deptford Neighbourhood Action (DNA) (who have been recognised by Lewisham Council as a Neighbourhood Forum since February 2016) designated Neighbourhood Area. DNA are currently progressing their neighbourhood plan and Regulation 14 consultation was commenced in October 2019 – this is still ongoing. Given the early stage of the preparation of the neighbourhood plan, this does not currently carry weight in the consideration of planning applications.

8.0 PLANNING CONSIDERATIONS

- 8.1 The principle of comprehensive redevelopment of the site has been approved through the planning permission granted in March 2015. This permission approved the overall quantum of development and land use mix, the scale, height and massing of buildings, and the site layout and access as well as the detail of the new road layout. Accordingly, the issues for consideration in the determination of the current application relate only to the Reserved Matters for Plot 15 and those details required by the conditions in respect of which application for discharge/approval is sought.

- 8.2 The main issues to be considered in the determination of this reserved matters application and related scheme details are:

- Compliance with the Approved Development Parameters
- Reserved Matters
 - Layout
 - Scale
 - External
 - Access
 - Landscaping
- Other details under Condition 20, Condition 21 and other conditions
- Environmental Considerations
- Other Matters and Response to Objections

COMPLIANCE WITH THE APPROVED DEVELOPMENT PARAMETERS

Background to Approved Parameters

- 8.3 Condition 2 on the OPP approved and requires compliance with a series of parameter plans. Document CW05A Development Specification (dated February 2014) of the OPP was also approved and must be complied with.

- 8.4 This document provides:

- a coherent framework for the regeneration of the area;
- a clear statement of the parameters, constraints and restrictions to which the site must adhere under the terms of the OPP; and
- a flexible framework which is capable of responding to the needs of the scheme within the boundaries of the Environmental Statement (ES).

8.5 There are 18 Parameter Plans, which set out the parameters within which applications for approval of reserved matters and other approvals under the planning permission must adhere to.

8.6 The scope of the parameter plans is outlined below:

- Parameter Plan 01 Planning Application Boundary
- Parameter Plan 02 Existing Site Levels
- Parameter Plan 03 Existing Site Sections 01
- Parameter Plan 04 Existing Site Section 02
- Parameter Plan 05 Existing Building Heights
- Parameter Plan 06 Key Development Plot Plan
- Parameter Plan 07 Proposed Site Levels
- Parameter Plan 08 Open Space
- Parameter Plan 09 Maximum Development Basement Levels
- Parameter Plan 10 Maximum Development Plot Parameters
- Parameter Plan 11 Minimum Development Plot Parameters
- Parameter Plan 12 Max/Min Development Plot Horizontal Deviation
- Parameter Plan 13 Circulation - Main Vehicular Access
- Parameter Plan 14 Circulation - Pedestrian Access
- Parameter Plan 15 Circulation - Public Transport
- Parameter Plan 16 Circulation - Cycle Routes and Cycle Stations
- Parameter Plan 17 Circulation - Parking Areas on Street
- Parameter Plan 18 Phasing Plan

Compliance with Development Plot Maximum Floorspace

8.7 The key components of Development Plot P15 are, as approved by the OPP are as follows:

- 12,525sqm of residential (Class C3) floor space;
- 800sqm of business (Class B1/ Live/Work units);
- 300sqm of shops (Class A1) and financial and professional services (Class A2); floor space; and
- 3,300sqm of Hotel (Class C1) Floor space

8.8 This Reserved Matters Application (RMA) proposes 124 residential units totalling 11,425sqm (GEA) which is within the 12,525sqm maximum parameter for C3 floorspace.

8.9 At ground level 800sqm (GEA) of B1 use and 300sqm (GEA) of A1 use is proposed, which are both within the maximum approved parameters. 11,425sqm (GEA) of residential floorspace is proposed which accords with the 11,425sqm (GEA) maximum outlined in the OPP.

8.10 The maximum plot area for P15 aligns with the maximum residential plot area at 12,525sqm (GEA) total. The proposals for P15 presented in this RMA would total to 12,525sqm (GEA) which is in accordance with the OPP.

8.11 Thus the quantum of development proposed for Plot 15 accords with the OPP in relation to maximum floorspace.

Compliance with Residential Mix Parameters

Housing Mix

8.12 The Development Specification also prescribes the Housing Mix under the OPP. This is set out in the Table below. The figures relate to the whole of the development. As approved by the OPP, the development will include up to 3,500 residential units. A mix of units is proposed and 15% by units will be affordable. The affordable housing will include affordable rent and intermediate tenures as defined by the Section 106 agreement (March 2015) and paragraphs below.

Housing Type	Private	Affordable Rent	Intermediate	Total
1B/2P	40-45%	18-23%	25-30%	35-45%
2B/4P	40-45%	38-43%	65-74%	42-48%
3B6P	10-14%	27-33%	1-6%	10-14%
4B 6/7/8P	2-4%	2-7%	0%	2-4%

Table 3: Approved tenure and housing mix parameters

8.13 The proposed mix for P15 is as follows:

Housing Type	Private	Social Rent (London Affordable Rent)	Intermediate	Total
1B/2P	0%	18%	31%	60%
2B/4P	0%	51%	64%	40%
3B6P	0%	28%	5%	0%
4B 6/7/8P	0%	3%	0%	0%

Table 4: Proposed tenure and housing mix

8.14 For clarity the unit numbers across each tenure are outlined below:

Housing Type	Private	Social Rent (London Affordable Rent)	Intermediate	Total
1B/2P	0	12	18	30
2B/4P	0	33	38	71
3B6P	0	18	3	21
4B 6/7/8P	0	2	0	2
Total	0	65	59	124

Table 5: Proposed units numbers

8.15 The Council has acknowledged that there will need to be flexibility to allow the mix of individual plots and phases to respond to the characteristics and constraints of the various character areas in the Convoys Wharf scheme and, therefore, individual plots and phases

may over or under provide against the overall targets. What is important is that scheme wide, the development is to be in accordance with the tenure and housing mix parameters overall.

- 8.16 The Reserved Matters Application for P08 was the first to be submitted under the OPP. Whilst Plot 08 does not reflect the requirements of the housing mix, such mix is not required to be delivered on a plot by plot basis, but is site-wide. A Reconciliation Statement is required to be submitted with each Reserved Matters Application to demonstrate that this will be achieved on completion of the development. P15 has been brought forward at the request of officers to enable to early delivery of affordable housing on site. A Reconciliation Statement has been submitted with the application which shows is consistent with the overall proposals for the site, as established by the Development Specification CW05A (February 2014) and Parameter Plans. The cumulative totals will inform the future development briefs for future plots to ensure that the housing mix complies with the overall requirements. Compliance with the site-wide OPP requirements will be monitored through the Reconciliation Statements.
- 8.17 The current London Plan sets an annual target for the Borough of 1,385 new homes until 2025. The emerging draft London Plan, if unchanged, would increase this to 1,667. The development proposal of 124 net new homes (64 London Affordable Rent and 59 Shared Ownership). This attributes to 9% of the annual output for the adopted London Plan target or 7% of the annual output for the Draft London Plan.
- 8.18 As such, it is considered that the proposed housing mix for P15 is acceptable and provides a valuable contribution to housing and affordable housing supply specifically in the Borough.

Tenure Mix

- 8.19 The minimum provision for affordable housing under the existing Section 106 agreement is a minimum of 15% of the total dwellings (by habitable room) across the development. The tenure split is 30% Affordable Rent Dwellings and 70% Intermediate Dwellings. The overall level of provision is subject to viability review. The Section 106 Agreement also requires that not less than 15% (by Habitable Room) of the total Dwellings in Phase 1 are provided as Affordable Housing Dwellings. The Agreement does not require that all Plots must include an element of affordable housing. Rather, delivery is dealt with on a Phase by Phase basis. Not less than 50% of the Market Dwellings in Phase 1 are to occupied until at least 50% of the Affordable Housing Dwellings to be provided in that Phase (15% of the total dwellings by habitable room) have been completed and Transferred to a Registered Provider and written notice of such transfer has been given to the Council. All of the Affordable Housing Dwellings are to be provided and transferred and notice given to the Council before 90% of the Market Dwellings are occupied.
- 8.20 For the purposes of the Section 106 Agreement, Affordable Rent is a rent not exceeding 60% of the local market rent (including service and estate management charges). Intermediate Dwellings are to be provided for Shared Ownership or for other intermediate tenure type as may be agreed by the Council.
- 8.21 All the units within Plot 15 are proposed as affordable dwellings with 59 Shared Ownership Units and 65 London Affordable Rent dwellings. The London Affordable Rent dwellings would include 18 three bed-six person units and 2 four bed six/seven/eight person units.
- 8.22 London Affordable Rent dwellings are considered genuinely affordable by the Council as they are based on traditional social rents. The proposal represents a more affordable offer than the definition of 'Affordable Rent' contained in the Section 106 agreement. It is recommended that a deed of variation to the Section 106 Agreement is entered into to secure the 65 London Affordable Rent dwellings in Plot 15 in perpetuity. It is also recommended that the deed of variation would also require that Plot 15 is delivered

concurrent to Plot 08 (reserved matters and other details also on the agenda for consideration).

8.23 The affordable housing offer presented in this application would provide a large proportion of the 15% minimum affordable housing required in Phase 1 of the development. The total affordable housing offer for Phase 1 and the development as a whole will continue to be monitored through the Reconciliation Statements provided with each Reserved Matters Application.

8.24 The representations that have been made include comments about the location of the affordable housing units within Plot 15 which are located to the rear of the site. It has been suggested that the affordable housing is being pushed to the periphery of the development. Plot 15 is the first Reserved Matters Application to come forward with affordable housing and would deliver a large proportion of the affordable housing to be provided within Phase 1. The location straddles two important character areas in the Evelyn Quarter and the Eastern Gateway, on a key node within the site. The building would be located adjacent to Sayes Court Gardens and a short walk to Olympia Square. Occupants of the building would have equal access to publicly accessible open space and playspace as well as other elements of social infrastructure to be provided within the site. Residents would have unobstructed views towards Sayes Court Gardens to the south west and the River Thames to the north. The design quality, architecture and communal amenity space proposed for this plot is considered to be of a very high standard and on a par with that proposed on other residential plots such as P08. It is considered that the affordable housing is not being proposed in a disadvantaged location and that the proposed plot would be of a high quality generally.

8.25 Given the above, the proposed tenure mix is considered to be acceptable and provide a valuable contribution to affordable housing delivery in the borough.

Compliance with Parameter Plans

8.26 As stated above, the Development Specification approved 18 parameter plans. Compliance with the approved parameter plans, where relevant, is outlined in Table 6 below.

Plan No.	Title	Compliance
01	Planning Application Boundary	Y
02	Existing Site Levels	Y
03	Existing Site Sections 01	Y
04	Existing Site Section 02	Y
05	Existing Building Heights	Y
06	Key Development Plot Plan	Y
07	Proposed Site Levels	Y
08	Open Space	Y
09	Maximum Development Basement Levels	Y
10	Maximum Development Plot Parameters	Y
11	Minimum Development Plot Parameters (amended by DC/19/113231)	Y
12	Max/Min Development Plot Horizontal Deviation	Y
13	Circulation - Main Vehicular Access	Y
14	Circulation - Pedestrian Access	Y
15	Circulation - Public Transport	Y
16	Circulation - Cycle Routes and Cycle Stations	Y
17	Circulation - Parking Areas on Street	Y
18	Phasing Plan (amended by DC/18/107740)	Y

Table 6: Compliance with Parameter Plans

- 8.27 It is noted that several objections have been raised in respect of the proposed balconies overhanging the maximum development parameters.
- 8.28 General Note 03 of the Maximum Development Plot Parameters 10 (CW05A Development Specification, February 2014) states that Plot extents are subject to an additional allowance of up to 2m for balconies, bays, wintergardens, canopies, and awnings projecting out from plot extent limited to within Planning Application Boundary.
- 8.29 Given the above, the proposed development for Plot 15 is in accordance with the approved parameter plans.

RESERVED MATTERS

Layout

Policy

- 8.30 Core Strategy Policy 15 (High quality design for Lewisham) sets out the general objectives and approach to securing design quality in new development across the borough and Policy 18 provides more detailed guidance on the design (as well as location) of tall buildings. In respect of Convoys Wharf itself, Strategic Site Allocation 2 sets out a number of urban design principles for the development of the site.
- 8.31 The NPPF also highlights the importance of high quality and inclusive design, and of achieving a good standard of amenity for all existing and future occupants of land and buildings. The NPPF also notes that good design is a key aspect of sustainable development, which includes delivering a wide choice of high quality homes.
- 8.32 LPP 7.1(d) states the design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability, and accessibility of the neighbourhood.

Discussion

- 8.33 The layout of the Plot and siting of the proposed building is outlined in Image 3 below:

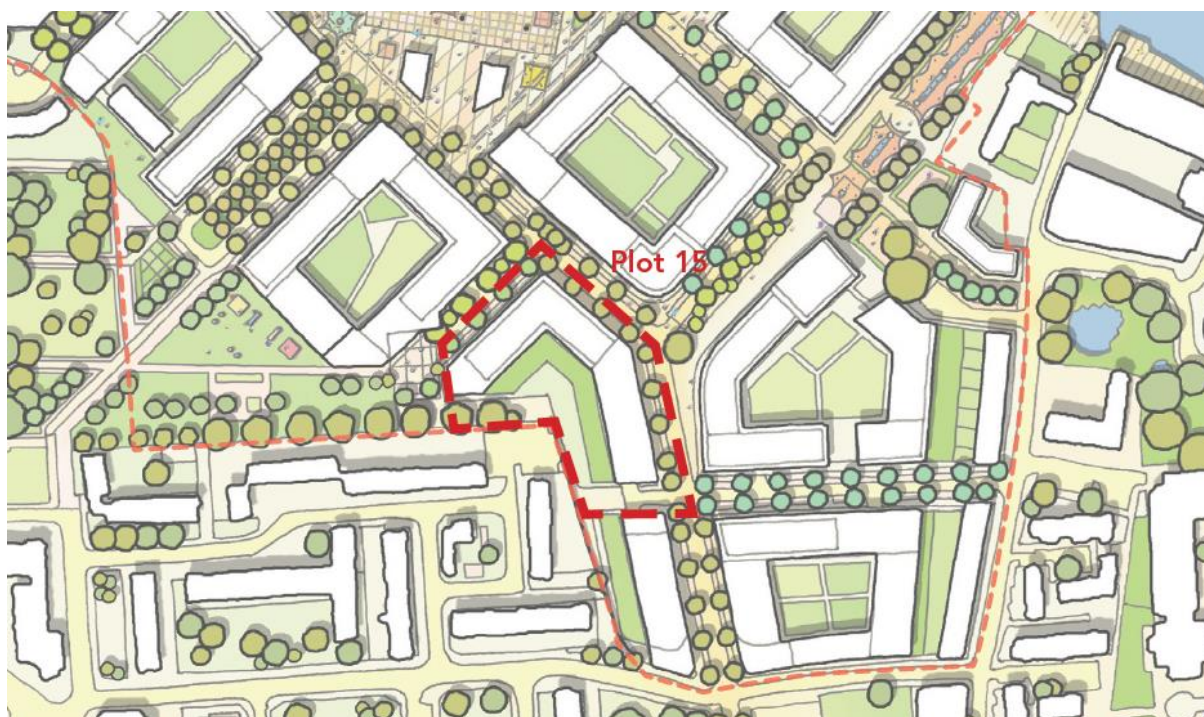


Image 3: Proposed siting and layout of Plot 15 in relation to surrounding plots

- 8.34 The location of Plot 15 in relation to the Eastern Gateway (blue) and the Evelyn Quarter (red) is outlined in Image 4 below.



Image 4: Location of Plot 15 in relation to Evelyn Quarter and Eastern Gateway character areas

- 8.35 The layout of the Plot and siting of proposed building is informed and constrained by the parameter plans and layout approved by the OPP.
- 8.36 Whilst the OPP established the general layout, it does allow for flexibility in the detailed design and layout of the individual plots to create variety and architectural subtlety. The layout of the Development has been developed within the parameters of the OPP (and approved non-material amendment) and has also established the following key principles in relation to the detailed layout. The layout should:
- Adopt the principles of ‘Secure by Design’, creating permeable divisions between public and private areas
 - Allow for good natural surveillance of all public spaces
 - Provide strong active frontages
 - Provide a maximum number of dual aspect units
 - Provide privacy and positive outlook for all units
 - Provide efficient servicing arrangements
- 8.37 Plot P15 falls within two of the defined character areas under the site wide Heritage Statement submitted with the outline planning application - the Eastern Gateway and the Evelyn Quarter.
- 8.38 The Eastern Gateway Character Area links Deptford High Street to the River Thames creating a key link between the existing street structure and the new development. Tree-lined streets with pedestrian footpaths and a series of public spaces towards the River Thames are articulated with ground level retail, business and community uses. This creates active frontages facilitating a vibrant public realm.
- 8.39 As Plot 15 sits at a key junction on the spine road, it forms an important crossroad “marker point” in respect of accessing the site from Deptford. Encouraging access to the area will enable people to appreciate not only the heritage of this site as a whole, but a “reconnection with the riverside”. The northwest face of Plot 15 is positioned within the Evelyn Quarter character area and on the edge of Sayes Court Garden. The positioning of Tsar Peter

Square integrates the spaces between Sayes Court Garden, the Evelyn Centre and Plot 15.

- 8.40 The layout of streets and connections to surrounds established under the OPP are adhered to with consideration to positioning of retail usage and access points into Plot 15 address the layout of these streets.
- 8.41 The layout follows that of an 'L' shaped building with a 'cranked' floorplan, with commercial uses at ground floor and residential above. The building would feature a resident's garden located to the rear of the plot.
- 8.42 The design team have outlined that analysis of the outline scheme documentation established the following guidelines for the development on Plot 15 that guided the massing and layout of the development:
- Plot 15 is a lower rise supporting building within the OPP context;
 - The site forms an open u-shape around a ground level communal courtyard on the southern end of the site;
 - The site forms an important function within the Outline Planning Permission as a transition point between the Eastern Gateway character area towards Olympia Square;
 - The site touches three overall character areas, including the Evelyn Quarter to the west, requiring differentiation in both massing and appearance;
 - Key Views to be considered to verify massing approach, especially the view from the waterfront;
 - Parameter envelope of maximum and minimum parameters as outlined in the previous section of the document.
- 8.43 The building would feature a shoulder height of 7 storeys with a 9 storey 'prow' located on the apex of the spine road and secondary road linking to the Thames River. Additionally, the building would step down in height to the south of the plot adjacent P12 to 4 storeys in height. The internal layout consists of two cores, one for the London Affordable Rent units and the other for the shared ownership units – both would have shared use of the communal amenity space to the rear of the building.
- 8.44 The proposed layout of Plot 15 is in accordance with the principles and parameters of the OPP as discussed above. As such, the proposed layout is considered acceptable.

Scale

Policy

- 8.45 Planning should promote local character. The successful integration of all forms of new development with their surrounding context is an important design objective (NPPG).
- 8.46 LPP 7.4 expects development to have regard to the form, function and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. LPP 7.6 states architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape.

Discussion

- 8.47 The OPP Parameter Plans establish a variety of scales of buildings on the wider Convoys Wharf development, including low, medium and high-rise buildings that respond to the existing and emerging context of the area, including the proposed character areas.

- 8.48 The locations and maximum heights of the buildings are established in the OPP and cannot be reconsidered in the determination of the Reserved Matters Applications. The proposals for Plot 15 are within the parameters as set by the OPP.
- 8.49 The proposed built form for Plot 15 has been developed in accordance with the following principles:
- Create a strong vertical rhythm to building massing
 - Define relation of buildings with key nodes and opposite buildings
 - Define cores, front doors and active frontage
 - Address different character areas
- 8.50 The design team have carried out a careful character analysis of the OPP and existing built environment in the area. The outcome of the local character analysis has been summarised as follows:
- Deptford High Street exhibits a continuity of frontage with a variety in material and expression that creates vertical rhythm;
 - Breaks in the continuous frontage are often marked by special corner buildings, with a rounded or otherwise highlighted corner aspect;
 - Residential buildings, especially the early 20th century LCC housing estates are predominantly made of brick with reduced ornamentation and accents in masonry or complementary colour bricks;
 - Vertical window proportions, often combined with a repetitive facade order that expresses the general arrangements behind;
 - Special ground floor treatments create a strong datum line, enhancing active frontages and human scale of the buildings;
 - Building tops are terminated with another datum line, with more or less ornamentation depending on period or importance of building.
- 8.51 The proposal has been designed to reflect important aspects of local building character while also recognising the importance to add a contemporary note to the appearance of the building in order to reflect internal arrangements and modern mansion block requirements. The proposal is envisaged as being an extension of Deptford High Street.
- 8.52 The approach to the scale and design of P15 is indicated in Image 5 below:

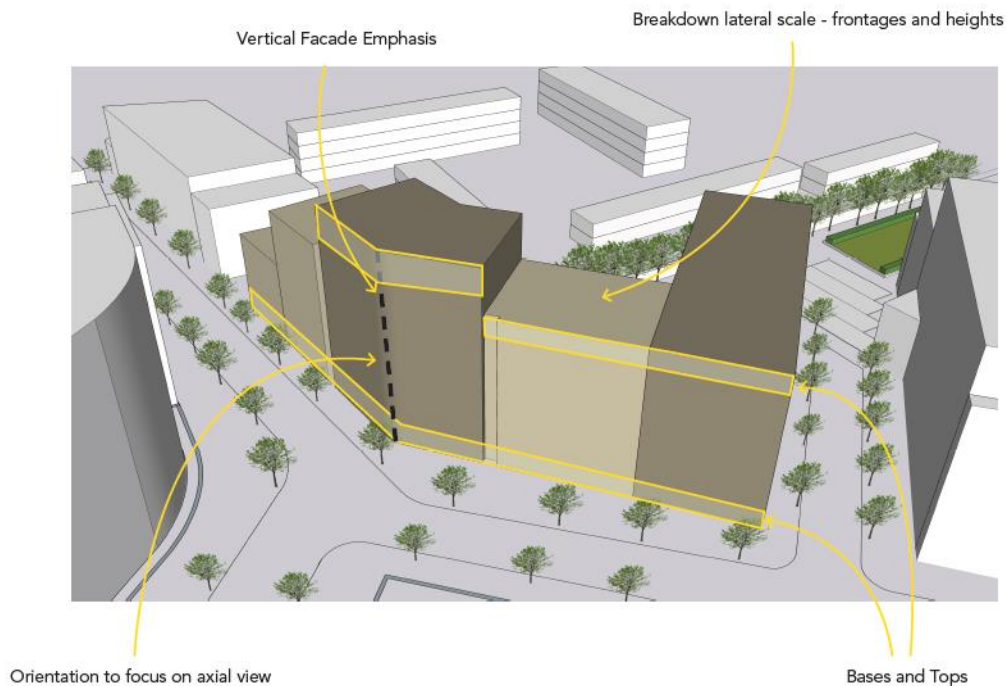


Image 5: Proposed siting and layout of Plot 15

- 8.53 In order to break down the proposed massing the team have sought to create a strong vertical rhythm which reflects the internal layouts and to create visual interest along the building. The proposed windows reflect the vertical emphasis and provide a classical repetitive base order for the base as is common in the existing area. A horizontal datum line has then been introduced to distinguish between the top, middle and commercial uses at ground floor level.
- 8.54 The first floor of the proposed building responds to the design guidelines through exaggerating the base of the building. The ground floor frontages have entrances on the Eastern Gateway and the facade has been designed to reflect the building's use. The ground floor elevation has expressed architectural detail and recessed windows behind a primary wall pane in order to better integrate with the public realm.
- 8.55 The proposed middle of the building provides containment to the open space above the public realm. The use of fenestration, balconies and breaks in the building break down the length of the building, increasing the horizontality and reducing the building mass.
- 8.56 Materials are discussed in further detail below in relation to Appearance and design.
- 8.57 A Sunlight and Daylight Report has also been submitted as required by Condition 4 of the OPP to inform the design of building height and massing. Details of this are set out at "Sunlight and Daylight to Proposed Units – Condition 4" below.
- 8.58 The proposed scale and massing of Plot 15 is within the OPP Parameters and are considered to promote a high quality of design, as such, the proposals for Plot 15 are considered acceptable in this regard.

Appearance

Policy

- 8.59 In terms of architectural style, the NPPF encourages development to be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (para 127).

At para 131, the NPPF states great weight should be given to 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 with the overall form and layout of their surroundings.

8.60 *Discussion*

8.61 The proposed materials of the building are as follows:

Area	Proposed Material
Main external walls	<ul style="list-style-type: none"> Red Brick (Bramford blend or similar) (same as PO8) Grey-brown brick (Wienerber Forum Smoked Prata)
Roof	Green and brown roofs
Shopfront surrounds	Powder coated aluminium
Windows	Metal, dark painted
Balconies	Powder coated aluminium

Table 7: Proposed materials

8.62 The principle employed in developing the appearance of the proposed development has been to use a palette of high quality materials coupled with simple, crisp detailing. It is also important that the materials age well and are low maintenance in order to ensure that the area will continue to look better over time.

8.63 It is proposed that the architecture for the development will provide a sense of rhythm along the length of the frontages. Further variation within each street will be provided through the location of retail units on a number of frontages, mix of house types and window proportions. These factors will help create a sense of variety and interest across the streetscapes that will respond to the differing character areas defined in the Outline Planning Permission. The architects have undertaken an analysis of the local context, building styles and typologies to ensure the proposed development ties in with the local vernacular.

8.64 For Plot 15, a reduced colour palette has been proposed that revolves around the base red brick, selected to complement both local precedent and the emerging context of Plot 08, which is located opposite.

8.65 Additional brick detailing is proposed to use a brick shade that adds a subtle variation to the window opening surrounds. The window frames are selected in a complementary slightly darker shade that strengthen the visual appearance of the openings, and reflect the different modern use of material in contrast with the timber windows on the historic buildings in Deptford.

8.66 The metal railings and soffits to the balconies are colour matched to create a monochromatic palette. Accents employed to the ground floor include off white masonry frames that differentiate ground uses and mirror the Plot 08 colonnade opposite.

8.67 Image 6 below taken from the Design and Access Statement gives a computerised image of how the proposed building would appear in its context.



Image 6: CGI of the building proposed at Plot 15

- 8.68 The colours of the brick relate to existing local brick colours and tones the architects have identified in their character assessment of the wider built environment. At ground floor level, the proposed retail units would have a glass frontage with designated signage zone for uniformity, creating a new active edge.
- 8.69 As the exact specifications of the proposed materials to be used on P15 are not yet known, these details would be reserved by condition.
- 8.70 The strategy to the external appearance of P15, coupled with the overall design of the building is considered to be an appropriate response to the plot's location in the site and to respect the heritage assets and historic significance of Convoys Wharf as well as that of the surrounding area. The impact of the design upon Heritage Assets is explored further below.

Access

Policy

- 8.71 The NPPF requires safe and suitable access for all users. Paragraph 108 states that in assessing applications for development it should be ensured that appropriate opportunities to promote sustainable transport modes can – or have been taken up and that amongst other things safe and suitable access to the site can be achieved for all users.
- 8.72 CSP 14, amongst other things, states that the access and safety of pedestrians and cyclists will be promoted and prioritised; that a restrained approach to parking provision will adopted; and that car-free status for new development can only be assured where on-street parking is managed so as to prevent parking demand being displaced from the development onto the street.

8.73 A 'Healthy Streets' report has also been submitted in support of the applicant and this is discussed further at the "Healthy Streets" section of this report below.

Discussion

8.74 The proposed access to P15 is indicated on Image 7 below:

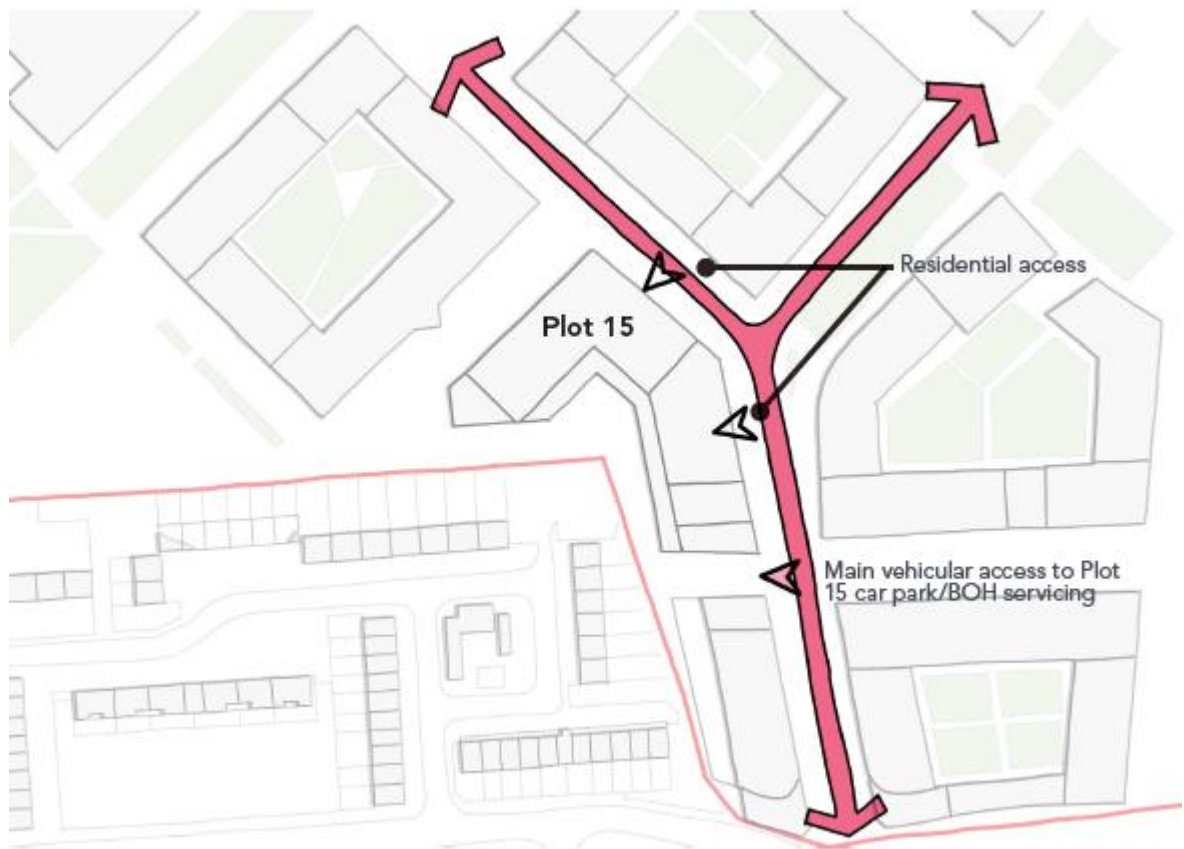


Image 7: Proposed Access to Plot 15

Pedestrian and Cycle Access

8.75 Improving pedestrian access and permeability within, to and from the site is a key objective of the OPP. The approved Design Guidelines sets out key design commitments and framework principles relating to movement. It was developed in response to local pedestrian movement patterns and an aspiration to reconnect the district with a series of routes that integrate with the wider context and break down the barriers of the former Convoys Wharf site.

8.76 With regard to P15 specifically, pedestrian and cycle access will be from New King Street. New pedestrian and cycle routes will be provided throughout the Site in accordance with the Outline Planning Permission, created along the Spine Road and from New King Street towards the River Thames.

8.77 Given Plot 15 is one of the first Reserved Matters Application to come forward, there would be no pedestrian or cycle access through the site provided initially. Rather there would be one point of access from New King Street directly to Plot 15 with a road and footpaths continuing an encircling Plot 08 to the north. These roads and accesses are as per those approved at outline planning stage and would eventually be connected to a wider network of roads and footpaths as other plots of the development come forward.

8.78 Cycle access would be provided via a shared vehicular and cycle two-way 5.5m to 6m carriageway. The proposed access for cycles via the Spine Road is considered acceptable

and in accordance with the OPP. Details of the cycleways and how these connect to the existing cycle network have not yet been provided but are required by condition 32 of the OPP.

- 8.79 Pedestrian access specifically would be provided by footways on either side of the access road. These will typically be circa 5-8m but will increase to 11m in certain areas and decrease to 3m at certain pinch points. All the pedestrian access footways would be public. Officers have reviewed the footpath widths and are satisfied that whilst constrained by the OPP parameters, that these would be sufficient to permit movement around the development site whilst respecting current social distancing guidelines.
- 8.80 It is noted that the permanent layout of access along the spine road would be required to be provided through a separate application when the scheme has progressed and that level of detail is available.
- 8.81 For all residential homes, pedestrian access to the common cores is proposed directly from the street through 2 separate cores positioned at street level. For the proposed commercial units, level access would also be provided from street level.
- 8.82 The residential cycle parking spaces would be provided at ground floor level within the car park. The proposed retail unit cycle stores would be located at and accessed from ground floor level. The details of the actual cycle parking provision are reserved by condition 33. Those details are not submitted for approval at this stage.
- 8.83 The proposed pedestrian and cycle access is considered to be safe and convenient and in accordance with the aims and objectives of the outline planning permission.

Vehicular Access and Access to Parking

- 8.84 The vehicular access would also be gained via the two-way 5.5m to 6m carriageway which would run from New King Street and which would encircle the development plot. This would also be connected to a wider vehicular network as future plots are developed.
- 8.85 The access to residents parking would be located at ground level off the spine road. This is in accordance with the access arrangements as defined by the approved Development Specification. Parking provision itself would be provided at the rear of the building at Plot 15.
- 8.86 Ten on-street parking provision would be located along at street level along both front elevations of the proposed building consisting of two EVCP spaces.
- 8.87 The full details of parking provision (including disabled parking), electric vehicle charging points and car park management are all reserved by condition.

Surface Treatments

- 8.88 A mixture of permanent and temporary surface treatments would be provided as per Image 6 above. The temporary surface treatments would consist of vehicular and pedestrian grade asphalt, which would be replaced as future adjacent development plots are developed.
- 8.89 The proposed permanent surface treatments are outlined in Table 8 below.

Area	Proposed Material
On-street parking bays	Marshalls Myriad Block Paving
Pedestrian footways	Marshalls Conservation Flag Paving (granite)
Tactile paving	Marshalls tactile paving
Vehicular and cycle carriageway	Vehicle grade asphalt to spine road

Table 8: Proposed permanent surface treatment

8.90 The proposed permanent surface treatments have been reviewed by officers and are considered to be of a high quality and sufficiently durable and fit for purpose. As such, no objections are raised in this regard. For continuity and achieving a high standard overall design quality, it is expected that these high quality materials are carried through to other plots of the development as future Reserved Matters Applications and other details come forward. The materials proposed mirror those proposed at Plot 08.

Landscaping

Outline Consent Background

8.91 The area of landscaping to the rear of Plot 15 is defined in the approved Development Specification as “Private Open Space at Ground Level”. It is shown in Image 8 below.



Image 8: Areas of public and private open space at and surrounding P15 (from OPP)

8.92 Officers recognise objections that have been received in relation to the hard and soft landscaping within Plot 15 being made public, however this has been pre-determined by the OPP and cannot be varied by a Reserved Matters Application.

Hard and Soft Landscaping

8.93 *Policy*

8.94 LPP 7.5 relates to public realm and expects public spaces to among other things be secure, accessible, inclusive, connected, incorporate the highest quality design and landscaping.

Discussion

8.95 Plot 15 is located where two distinct character areas converge. The Eastern Gateway and The Evelyn Quarter which bring both river and parkland influences to the site. The applicant team have sought to weave these characters together to create a cohesive and playful environment for families.

8.96 The proposed concept for the garden is inspired by a flowing natural river, which is represented by a more controlled river of stones and plants. The stones are sculptural elements which can be used for children to play on and seating for others. The arrangement of the stones creates a hierarchy of spaces and areas of different characters and planting styles.

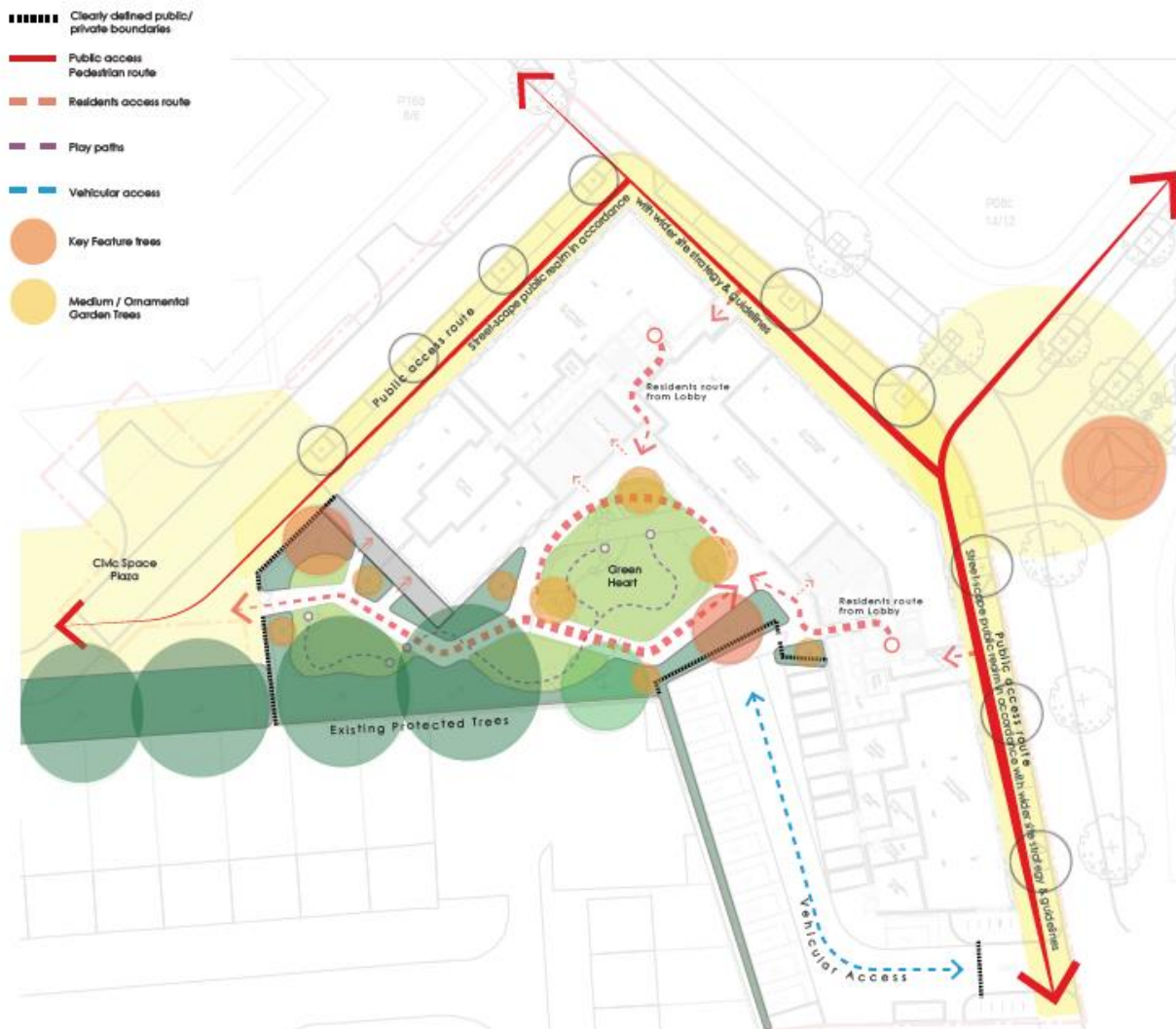


Image 9: Landscape Strategy for P15

8.97 The Green space has been maximised throughout the design whilst providing clear and legible access to the buildings.

8.98 A simple and robust palette of materials is proposed. For the primary footpath routes through the garden, a hard-wearing bonded gravel finish is proposed (buff/golden gravel tar spray and chip finish). Secondary 'play' paths will be constructed from low maintenance composite decking, creating a bridge effect over the 'dry riverbed' areas. The applicant has also proposed in-situ pigmented concrete benches to bring a modern feel, create enclosure to play space and a central focus to the garden. Access to the proposed area of landscaping would be provided from the parking area, an access point adjacent Sayes Court Gardens, direct access from both residential cores as well as direct access from the terraces of the two ground floor residential units. There would be one access point from the B1 commercial unit which shares a boundary with the garden, however the applicant has advised that this is to serve as an emergency exit only and that this unit would not have general access onto the amenity space.

- 8.99 Hardwood timber slats are proposed to the ground floor units, which benefit from private terraces. This would be the same timber as proposed for hardwood timber seats. Further privacy would be provided by a planted buffer at ground level.
- 8.100 The planting strategy has been designed to reflect the history and heritage of the site, with influences taken from John Evelyn and his work. These proposals are already discussed in the Heritage Influence on Design section of this report. The application proposes a total of 11 new trees as part of the communal garden proposals and a further 9 street trees along the spine road and road between the Plot and Plot 16.
- 8.101 Further comments on landscaping matters are included below in the section on the influence of heritage on the design of Plot 15.
- 8.102 The hard and soft landscaping proposed illustrates a high quality design with regard to layout, functionality and materiality and species selection. As the proposed details provided thus far are illustrative, a full specification of hard and soft landscaping, alongside boundary treatment would be expected as part of a future reserved matters application. As such, it is recommended that the Landscaping reserved matter be only partially discharged in this regard.

Playspace Provision

- 8.103 The Council is currently producing a revised Open Space Strategy which would supersede the existing 2012-2017 Open Space Strategy. The amended Open Space Strategy will form part of the evidence base for the emerging new Local Plan. It is acknowledged that the Evelyn Ward in particular will experience a considerable increase in population over the lifecycle of the new Local Plan due to the number of strategic and smaller sites within the ward. The Evelyn Ward has proportionally more open space than other parts of the borough but like the majority of other wards has limited opportunity for the expansion of existing open spaces and creation of new. The Open Space Strategy will seek to strategise as to how existing open space can be improved in light of the apparent population increase anticipated in the ward.
- 8.104 The approach accepted at OPP was that playspace for below 5 year olds and 5 to 11 year olds would be provided for (in excess) on site with provision for 12 plus year olds provided on existing facilities off-site.
- 8.105 With regard to playspace provision, the strategy for the provision of such is described in the OPP. The following table from the applicant's Outline Planning submission indicates the approach to provision of playspace:

Age Group	No of Children	Area Required	On-Site Provision	On site Area Provided	Off-Site Provision	Off-Site Area	Total	Over Capacity
<5	256 (57%)	2583 m ²	Semi-private Courtyards 14,540m ²	16,766 m ²	Neighbourhood Playable Space/ NEAPS 29372 m ²	0 m ²	16,766 m ²	+14,183 m ²
			Doorstep Play 1,200 m ²					
5 to 11	116 (26%)	1158 m ²	Local Playable Space / LEAPS 300m ²	768 m ²	Local Playable Space / LEAPS 450m ²	8,075 m ²	8,843 m ²	+7,685m ²
12+	73 (17%)	713 m ²	Youth Space 0m ²	0m ²	Youth Space 665m ²	5,558 m ²	5,558 m ²	+4,845m ²
TOTAL	445	4453 m²		17,534 m²		13,633 m²	31,167 m²	+26,714m²

Image 10: Outline Planning Permission playspace calculations

- 8.106 The proposals for Plot 15 play areas for children under 5 would be in accordance with GLA guidance on play provision. The total required playable area for Plot 15 is 867.7 m² (standard of 10 sqm per child)(blended figure for PTAL 0-3) for children of all ages from 0-17 years old. The scheme as proposed would provide 365sqm dedicated playspace in total,

with other incidental playspace located elsewhere in the communal amenity space to the rear of the proposed building.

- 8.107 As outlined above, the proposed OPP envisaged playspace for 5-11 and 12+ year olds being provided off-site. Of the 867.7sqm required for P15, 360-370sqm is required for 0-5 year olds – as such, the proposals for P15 meet the requirement for children aged 0-5.
- 8.108 Additional playable space for 5-11 year olds would be provided in other designated areas on site (totalling 1089sqm) which would be delivered in Phase 1, adjacent to P09 and in Phase 3 adjacent to P03, as per the Outline Strategy. Similarly, as agreed in the Outline Strategy, playspace provision for over twelves is envisaged as being provided off site and contributions have been secured in relation to these spaces as outlined above.
- 8.109 Play provision at Plot 15 would be integrated into the overall design for the communal amenity space, and consist of a combination of medium sized and smaller play spaces, joined by informal paths through the landscape. These areas would be designed with reference to accessible play guidance such as Developing Accessible Play Space: A Good Practice Guide. The dedicated play space is indicated below in Image 11.



Image 11: Playspace Provision for P15

- 8.110 It is noted that in addition to the additional playspace provided on the application site, a Local Open Space Contribution of £560,000 has been secured to be used specifically for “improvements to all or any of the existing public park known as Sayes Court Gardens and other open spaces and play areas within the vicinity of the Development.”
- 8.111 The proposed approach to playspace provision is considered acceptable and in accordance with the parameters and principles of the OPP. Officers are satisfied that within the parameters of the maximum quantum of space available for playspace has been delivered.

Other Matters

Heritage Assets

Background

- 8.112 Deptford in general and the application site in particular have a long history of maritime heritage. The site includes many areas of known archaeology and in-filled docks and basins and a Scheduled Ancient Monument. There is also the Grade II listed building – the Olympia Warehouse and the Grade II listed entrance gate and part of the perimeter wall. Adjoining the site to the south east is the listed Shipwrights Palace. The archaeology places restrictions on the building format and thus necessitates the use of extensive podium levels approved at Outline Planning Application stage.
- 8.113 With this wealth of historic maritime connections, some of them relating to the Royal Family and explorers such as Drake and Raleigh, the site has been recognised as having opportunity for the creation of a distinctive place/series of places. The OPP stated that this should be brought about in a meaningful way at the detailed stages of any future planning permission.
- 8.114 The Convoys Wharf Site is not within a Conservation Area, nor in close proximity to one. The closest is the Deptford High Street and St. Paul's Conservation Area that sits at circa 150m and 200m from the Site respectively. There is some limited intervisibility between the south-eastern section of the Site, looking down New King Street, with the northernmost edge of this Conservation Area. Plot 15 is set to the west of the main access road from New King Street and would be set behind Plot 13 in the long term and buildings to the south, part of the Sayes Court estate.
- 8.115 The Greater London Historic Environment Record (GLHER), records heritage assets found within this 0.25km search radius; these are illustrated in table 9 below. Listed heritage assets within this area that may be affected by the Proposed Development are detailed in the table below:

Listed Structures	Grade
Former Master Shipwright's House	II*
Former Office Building of Royal Dockyard	II*
Olympia Building	II
Boundary Wall to Convoys Wharf	II
Paynes Wharf	II
River Wall	II

Table 9: Designated heritage assets within 0.25km from site

- 8.116 The Olympia Building (Grade II Listed) is immediately adjacent to Plot 8 on its north side. The Olympia building is one of only 7 such structures to survive nationally. It was built in 1844-46 to cover slips 2 & 3, and was altered with wrought iron tied arch roofs between 1880 and 1913, with the roof profile altered from pitched to arched. It is the only above ground building on site remaining from the Dockyard period and its central position in the site underpins its importance in revealing the history of the Dockyard. Its connection with the river is at the heart of its significance, but its roof profile and internal structure when seen from several viewpoints will also be of significance in revealing the history of the site.
- 8.117 Further to the above, the Scheduled Monument, that is the Tudor Naval Storehouse, is located to the north of the plot within the development site; however, it has been excavated and preserved in-situ and is therefore not visible above ground.
- 8.118 Plot 15 sits at the southern edge of the site close to (and partially on) the site of the Sayes Court Manor. It does not have any direct relationships with above ground heritage assets.

Conservation Areas and Listed Buildings/Structures

Background

- 8.119 Lengthy consideration was given to heritage issues at the OPP stage. When granting the OPP, the Mayor considered the development would appropriately ensure the preservation of existing archaeology at the site, the significance of the Olympia building (Grade II) and Master Shipwrights House and Dockyard Office (Grade II*) and would enhance the settings of these Listed Buildings. The proposal would not cause harm to the setting or significance of the other Listed Buildings at the site, or in the surrounding townscape and would also preserve the character of Deptford High Street, West Greenwich and Greenwich Park Conservation Areas

Policy

- 8.120 Relevant paragraphs of Chapter 16 of the NPPF set out how LPAs should approach determining applications that affect heritage assets. When considering the impact of proposals on designated heritage assets great weight is to be given to the asset's conservation and any harm to or loss of the significance of such assets requires clear and convincing justification. Thus, the provisions of the NPPF import a requirement to identify whether there is any harm to designated heritage assets and if so to assess the impact of such harm. If there is harm, paragraphs 195 and 196 of the NPPF are then engaged according to whether the harm is substantial or less than substantial.
- 8.121 LPP 7.8 states that development should among other things conserve and incorporate heritage assets where appropriate. Where it would affect heritage assets, development should be sympathetic to their form, scale, materials and architectural details. DLPP HC1 reflects adopted policy.
- 8.122 CSP 16 ensures the value and significance of the borough's heritage assets are among things enhanced and conserved in line with national and regional policy.
- 8.123 DMP 36 echoes national and regional policy and summarises the steps the borough will take to manage changes to Conservation Areas, Listed Buildings, Scheduled Ancient Monuments and Registered Parks and Gardens so that their value and significance as designated heritage assets is maintained and enhanced.

Discussion

- 8.124 As above, the Convoys Wharf Site is not within a Conservation Area, nor in close proximity to one. The closest are Deptford High Street and St. Paul's Conservation Areas, that sit at circa 150m and 200m from the Site respectively and there is limited inter-visibility between the proposed building and these Conservation Areas.
- 8.125 Given the distance and the limited inter-visibility between the development and the nearest conservation areas, it is considered that the proposals would result in no harm to these heritage assets.
- 8.126 With the exception of the Olympia Building, in regard to the listed structures as outlined in Table 7 above, it is also considered that given the distances between such and the proposed building and the limited inter-visibility between such, there would be no harm to the setting of these assets. Furthermore, it is noted that the proposed scale and massing of the building is within the parameters as defined and approved by the OPP.
- 8.127 In relation to the Olympia Building, the larger building at Plot 08 would screen any inter-visibility between the proposed development and the Olympia Building, and it is considered that the proposals would not harm the setting of the Olympia Building.

- 8.128 Further to the above, Historic England (Designated Built Heritage Assets) have been consulted on this RMA and stated they did not wish to provide any comments in relation to the proposed development at Plot 15.
- 8.129 In light of this, it considered that the proposed scheme is acceptable with regard to with regard to Impact on Conservation Areas and Listed Buildings/Structures.

Archaeology

- 8.130 The majority of archaeological interest on site is fragile (with the exception of robust stones to the dock entrances which would be revealed where possible and the Sayes Court manor house foundations). As such, the approach taken to the management of such generally, as outlined in the OPP, has been to preserve the remains in situ. The scheme was found acceptable at OPP stage with regard to archaeology subject to the following pre-commencement conditions. The full wording of each condition is detailed in the OPP at Appendix 1.
- Condition 34 (Scheme of Archaeological Management)
 - Condition 35 (Programme of Archaeological work)
 - Condition 36 (Programme of Archaeological Recording – Historic Buildings)
 - Condition 37 (Details of Development below Ground Level)
 - Condition 38 (Design and method statement for foundation design and ground works)
 - Condition 39 (Demarcation and safeguarding of archaeological remains)
- 8.131 The current application has not been submitted with accompanying documents and information in order to address these conditions. Thus, this suite of conditions all must be discharged prior to commencement of works on this plot – this will be in consultation with Historic England (Greater London Archaeology Advisory Service).

Influence of Heritage Assets on Proposed Design

- 8.132 Condition 13 requires each Reserved Matters application to be accompanied by a Heritage Statement demonstrating how the design (including but not limited to layout, public realm, architectural treatment and materials) has been informed by heritage assets, both above and below ground. In this regard, the following documents are relevant:
- Design and Access Statement
 - Design Guidelines; reference CW04
 - Heritage statement (plot specific)
 - Heritage Statement (site wide) (April 2013); reference CW014
- 8.133 The site wide Heritage Statement which accompanied the application resulting in the OPP outlined the following:
- “Convoys Wharf site exhibits a high level of historic significance, but relatively few historic features survive. The overall aims have been to preserve the significance of the surviving elements of the site’s heritage, and to allow the heritage to inform the character of the new development and so to contribute to the overall success of the place. In terms of the built structures, this approach leads to stabilising, restoring and adapting the elements to a new use and providing a new setting for them.”*
- 8.134 In reference to the unique and high levels of historic significance of the development site, and the approach outlined by the Heritage Statement above, Condition 13 was imposed.
- 8.135 The initial submission in respect of Plot 15 included a Heritage Statement in respect of Condition 13. Officers considered that this statement did not adequately demonstrate how

the proposed design had been informed to by the site's heritage assets and the applicant was advised to review the scheme accordingly.

- 8.136 Subsequently the applicant entered into a process of amending the scheme to better reflect the heritage assets and history of the site. This process involved a series of meetings with the planning department including Conservation, and Historic England (Greater London Archaeology Advisory Service).
- 8.137 During this process, it was agreed that the applicant should produce a Site Wide Heritage Design document. The purpose of this document is to serve as a guide for all design team professionals (subject to public consultation) involved in the scheme, advising how, why and where design should reference the heritage and history of the site.
- 8.138 An initial draft of this document was submitted to the Council and Historic England in December 2019 and provided an initial structure and framework as to how the site's history and heritage could be reflected through design. It is envisaged that this be a 'living document' that continues to evolve and adapt through continued development in coordination with the local community.
- 8.139 The initial Site Wide Heritage Design document sought to divide the site into seven separate character areas, each reflecting a unique chapter and era in the site's extensive history. The character areas are outlined in Image 12 below:

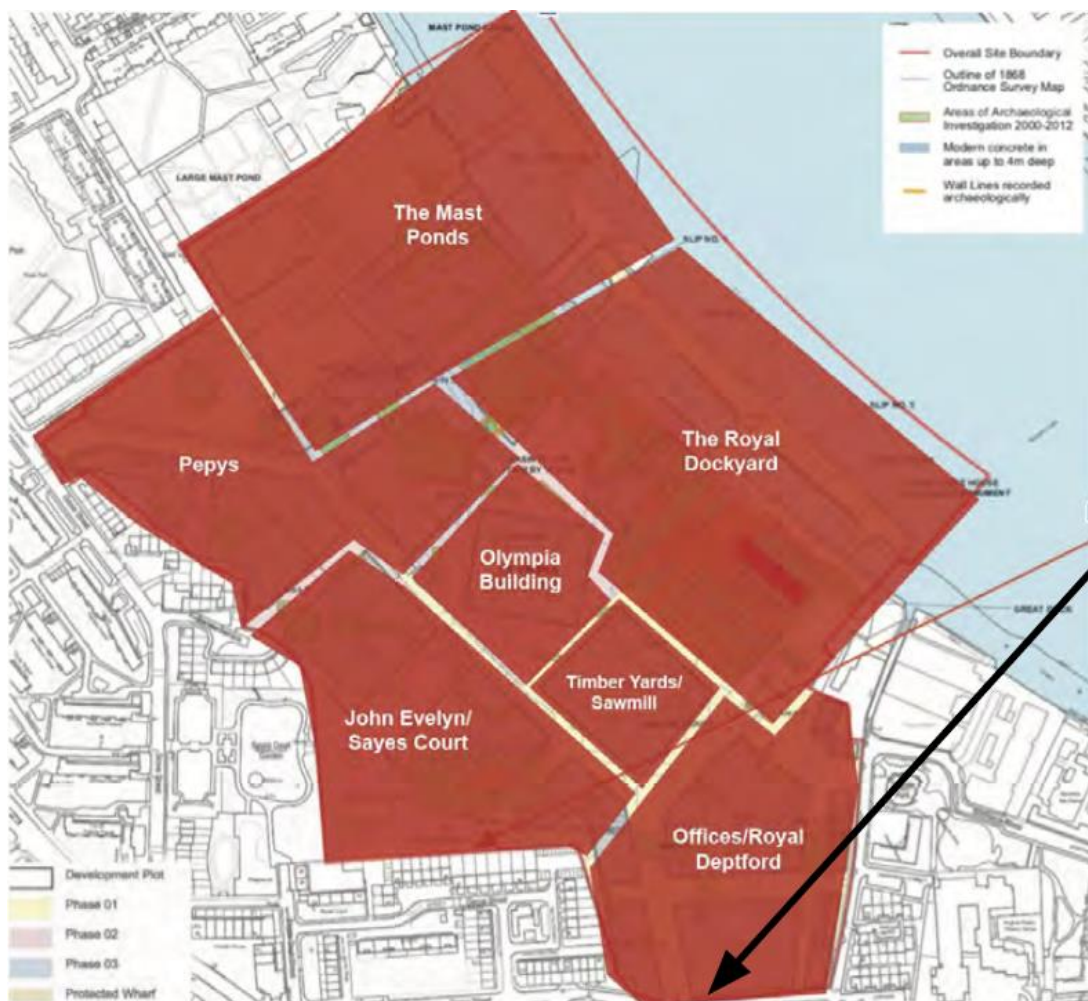


Image 12: Character areas as identified by the Site Wide Heritage Design document

- 8.140 Plot 15 straddles both the Offices / Royal Deptford and John Evelyn / Sayes Court character area as identified by this document. The document provides the following principles with regard to the Officers / Royal Deptford character area:
- 8.141 *“Heritage aspects to be taken into consideration when designing buildings on this site reference the two very different uses: the Smithy and Officers Quarters, both of which are the most prominent sites of interest. From the gathered information, these buildings were constructed with brick, but most interestingly with a mixture of pigments and unusual sizes (292mm long). These forms and mineral compositions could be used in the construction and designs of these sites to create a material language between the past and present.*
- 8.142 *Other notable materials to take notice of include cast-iron, green glazed tiles and masonry details of Portland stone. All of these elements would work for both facade and landscape interventions. Different colour schemes and landscaping could be used to highlight the diversity of the area's historical usage as well as to differentiate from nearby Sayes Court.*
- 8.143 *When looking at the form and silhouettes of the Smithy and Officers Quarters, one notices the strong silhouettes formed by the pitched roofs, windows and chimneys/flues. These architectural details of facades and skylines are important to reference so not to make a stark contrast between the surrounding terraces of Deptford, while at the same time relating to the heritage buildings of the site.”*
- 8.144 The Site Wide Heritage Design document states the following with regard to the John Evelyn / Sayes Court character area:
- 8.145 *“Sayes Court has a rich history of prestigious visitors, literary writers and horticultural endeavours to use as a historical reference, along with a plethora of uses ascribed to its buildings through time. With this in mind building on this site will take into consideration this history and its buildings. From the excavation report, we have fathomed that the buildings of the site were of a minor medieval and Tudor style, making notable materials brick and wood (materials that could be utilized in construction or used as accents). With building forms, we are presented with sketches of Sayes Court, giving visual information of shape and layout that could be referred to in the design of buildings or public spaces on this site. When delving into the Sayes gardens and its blueprint we recognize uniformity and linear lines intersected with ovals. From these plans, we can assign these characteristics to landscape and public space, tying together what is below the ground above. Finally, different colour schemes could be used to differentiate this area from nearby Officers/Royal Dockyard.”*
- 8.146 Using this document as a framework for design reference to heritage assets, the design team for Plot 15 (Farrells) have produced a document of design responses for Plot 15. This sets out in detail how the proposals have been influenced by the above and below ground heritage assets of the development site and is acceptable to recommend discharge of condition 13. It is further acknowledged, that the document is a 'living document' and will develop and evolve constantly as the development progresses through consultation and input from various stakeholders and the community.
- 8.147 The design response to above and below ground heritage assets is discussed in detail below. The response for this plot is largely reflected through the landscape design and species selection.
- Sayes Court Garden Wall*
- 8.148 The original garden wall line was outside of the Sayes Court Manor building line, and it has been adjusted to sit along the extension of the building line as per the image below.

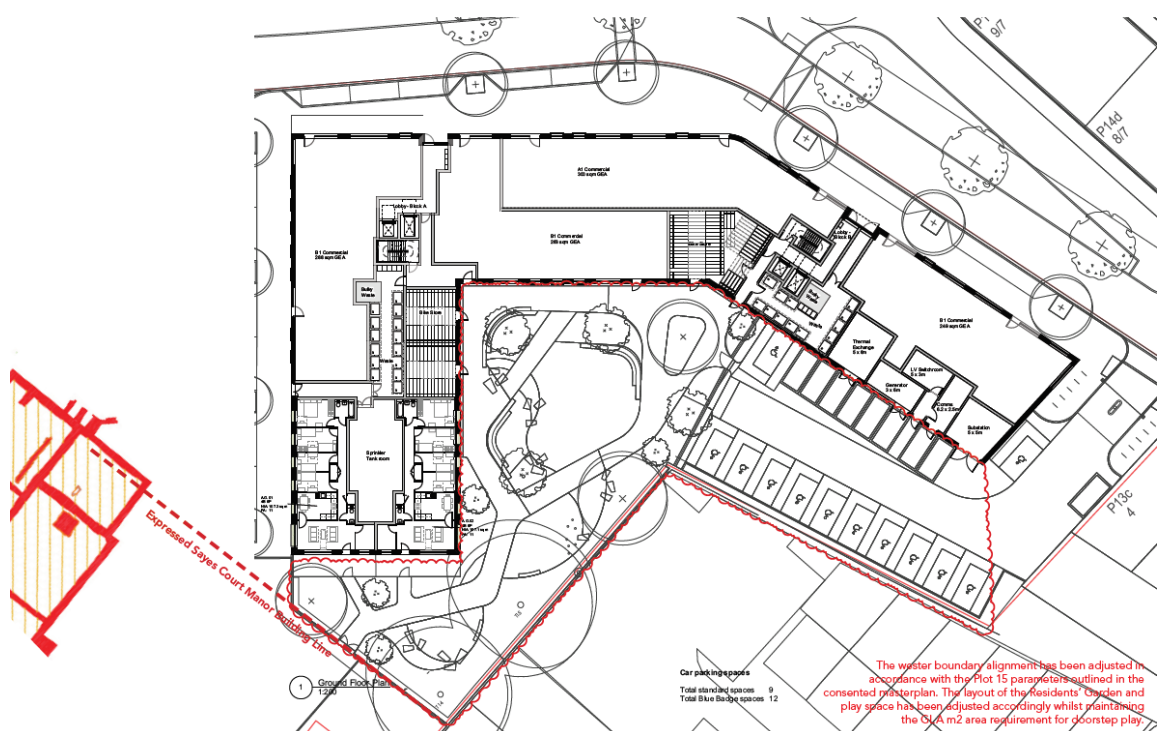


Image 13: Reflection of the Sayer Court Manor building line

- 8.149 The garden wall for the communal amenity space to the rear of Plot 15 now reflects the expressed Sayer Court Manor building line.
- 8.150 The garden boundary to the west respects the archaeology of Sayer Court Manor and sets up the strong geometry for the design of 'Czar Peter's Square' to be developed within the adjacent plot.

The Dockyard Wall

- 8.151 The dockyard at Convoys Wharf was founded in 1513 by Henry VIII, however the last above-ground parts of the storehouse, now a Scheduled Ancient Monument, were demolished in the 1950s, although the foundations remain.
- 8.152 The Dockyard wall was built in 1698 with Sayer Court lands to the west. The Dockyard absorbed Sayer Court and much of the surrounding estate in the eighteenth century; therefore Plot 15 forms a link between Dockyard and Sayer Court, famous for its creative and exotic landscaped gardens.
- 8.153 The location of the wall - shown in blue below, will be marked in the public realm by a coloured paving (recycled from the existing cobblestone paving on site where possible) lined leading from the building, as well as by the brick pattern on the opposite façade. A plaque will be installed on the wall to describe the artwork and the historical significance of the wall.

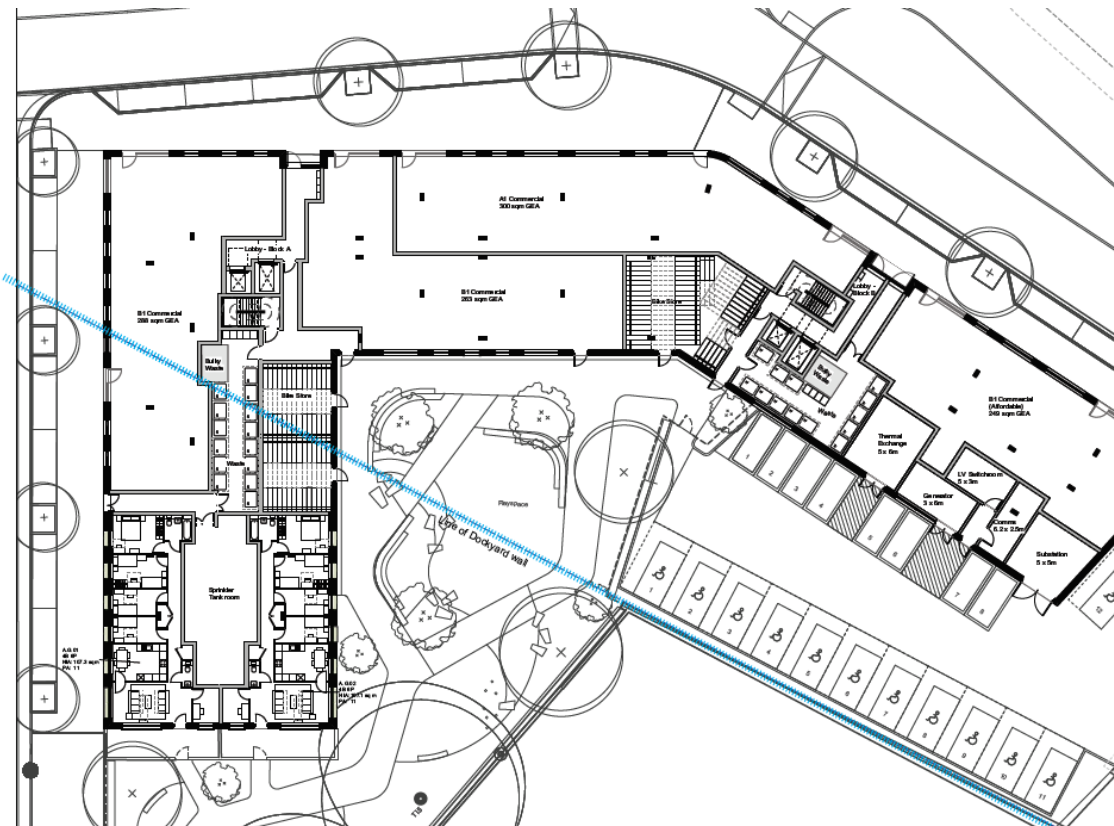


Image 14: Reflection of the dockyard wall

Planting Strategy

- 8.154 Plot 15 is located where two distinct character areas converge. The Eastern Gateway and The Evelyn Quarter bring both river and parkland influences to the site, which are carefully woven together to create a cohesive and playful environment for families. The concept for the garden is inspired by a flowing natural river which is represented by a more controlled river of stones and plants. The stones are sculptural elements which can be used for children to play on and seating for others. The arrangement of the stones creates a hierarchy of spaces and areas of different characters and planting styles.
- 8.155 The planting proposals and overall design have therefore been developed to draw on the conceptual idea of green/blue connections (city and parkland out to the river and the river into the city). The planting palettes have been influenced by both the idea of a dry river bed but also by John Evelyn and idea of 'Ver Perpetuum' - A Perpetual Spring. The use of primarily evergreen plants (or plants with winter interest) and carefully selected plants and bulbs to ensure year round interest and flowering. The planting scheme is subtly influenced by his work.

Play Provision

- 8.156 Natural stone boulders are proposed to emerge from the 'dry riverbed' creating stepping stones and niches for drought tolerant grasses and perennials. The colours, textures, sounds and smells create an immersive for small children. The flowing forms of sculptural seating brings additional play value to the garden by creating an undulating walkway through sensory planting.
- 8.157 Timber features are also proposed which would stand in reference to ship's masts along the southern boundary beneath the retained trees, whilst open areas of multifunctional lawn provide further flexible space for play and picnics.

Street Trees

- 8.158 The street tree planting aligns with the wider landscape strategy and provides valuable greening to the streetscape. Large elm trees are proposed along the spine road which draw on the site's ship building heritage. Smaller ornamental cherry trees are proposed along Manorfair Avenue and make a strong visual connection to the planting of Sayers Court Garden.

Proposed Garden Trees

- 8.159 The application proposes carefully positioned trees help to filter and frame views across the garden. The proposed larger deciduous species create shade and shelter for the play area during the summer and maximise sunlight through the winter months.
- 8.160 Within the garden the tree palette will be formed of 4 no. proposed species:
- Malus 'Everest', provides a historical reference to the site's orchard heritage.
 - Osmanthus burkwoodii brings a John Evelyn's 'Ver Perpetuum' to the heart of the garden with evergreen foliage and a fragrant spring blossom.
 - Platanus x hispanica (London plane) ties into existing perimeter planting and creates a green backdrop to the site and dappled shade to the children's play space
 - Koelreuteria paniculata (Pride of India) used a key specimen multistem tree bringing a unique character to the garden and draws on the dock's 'plant hunter' heritage.

Proposed Hedging

- 8.161 As a nod to John Evelyn's 'prized holly hedge' the proposed Ilex meserveae 'Blue Prince' (an attractive and unusual form of holly) provides a dark green backdrop to the garden and softens the edges of the paved parking area. This is an innovative and playful nod to history which is supported.
- 8.162 The design responses to heritage have been reviewed by Historic England and the Council's Conservation Officer who are supportive of the responses proposed. It is recommended that the proposed design features as outlined above would be secured by condition. This condition would ensure that these are delivered as well as any further design features identified by the evolving Site Wide Heritage Principles.

Design Conclusion

- 8.163 The design of the proposed plot is dictated by the parameters of the OPP. As above, the proposed design is within the parameters and in this regard, is considered acceptable.
- 8.164 In relation to design, this reserved matter provides details of how the proposed building, landscape and public realm will appear including details of the materials to be used – this is provided alongside details of how the building would be accessed. The siting and layout is also considered in the context of the maximum and minimum approved parameters.
- 8.165 As above and in the context of the approved parameters, the layout proposed is considered optimal, maximising sunlight and daylight to the proposed units and the standard of accommodation to be provided. The layout accords with the principles of the masterplan approved within the OPP.
- 8.166 Overall, the proposed design, endorsed by the independent Design and Access Panel, provides a high quality response to the building's context within the masterplan and wider area. The proposed development is considered to have an acceptable impact with regard to the heritage assets above and below ground, both on and off the development site.

- 8.167 The proposed design has been amended to better reflect the site's history, and above and below ground heritage assets. The developing Site Wide Heritage Principles identifies other areas of the site more suitable in terms of location in relation to the historical and masterplan context, where heritage can be better reflected through design. These reflections through design would be captured by condition.
- 8.168 The proposed design is acceptable within the context of the OPP and reflects satisfactorily, the history and heritage of the site through design.

Other details to be approved under Condition 20

Mitigation of Potential Overlooking - 20(i)(d)

Overlooking within Plot 15

Policy

- 8.169 NPPF para 127 sets an expectation that new development will be designed to create places that amongst other things have a 'high standard' of amenity for existing and future users.

Discussion

- 8.170 The plan of Plot 15 has been developed in accordance with and informed by the OPP. The internal plan has been designed so as to minimise any potential overlooking between units.
- 8.171 There is potential for some overlooking between units where the plan turns a 90 degree angle towards Sayes Court Park. The balconies of the units here would be located relatively close to each other (6-7m) in a perpendicular arrangement. Whilst there would exist potential for some minimal overlooking here when balconies are in use, this is considered typical for such a building in an urban environment. Furthermore, the arrangement is dictated by the OPP meaning there is little scope to mitigate this further than the design team have already.
- 8.172 Given the above, the proposals for Plot 15 are considered acceptable with regard to overlooking within the plot.

Overlooking to Existing Residential Development

- 8.173 Plot 15 is located adjacent to two storey-terraced dwellings on Dacca Street as indicated on Image 15 below.



Image 15: Relationship between Plot 15 and dwellings on Dacca Street

- 8.174 As above, the proposed building at Plot 15 has been designed to sit within the OPP parameters. The proposed elevation of P15 would be located in excess of 25m from the rear elevations of the properties at Dacca Street at the closest point. This is in excess of the 21m separation distance as recommended by Policy MD 32 in the DMLP.
- 8.175 The opportunities for overlooking would be further mitigated by balcony and window positioning, retention of the existing boundary wall in this located as well as the retention of existing mature trees along this shared boundary.
- 8.176 Given the above, it is not considered that the proposed development would result in any unreasonable overlooking with regard to existing residential units on Dacca Street.

Impact Study of Existing Water Supply - 20(i)(g)

- 8.177 Thames Water have been consulted and have no objection to the proposed development with regard to the impact on existing water supply, subject to a condition, which is attached as part of this recommendation.

Details to be approved under Condition 21

Infrastructure (including roads, plant and equipment) - 21(i)(a)

- 8.178 With regard to road and footway infrastructure, these have been discussed in the section on access above. Additionally, as this scheme is one of the first reserved matters applications to come forward, the final design for the access road (spine road) including footways widths has not yet been determined, and is dependent upon the design of other Plots along the spine road being developed. As such, the final design of the spine road and footways will be determined through with future Reserved Matters applications/approval of details.
- 8.179 With regard to plant and other equipment for Plot 15, no details have been submitted at this stage.

- 8.180 In terms of fixed plant, the noise from any such plant is controlled by Condition 26 (fixed plant) of the OPP. This requires fixed plant to be 5 dB below the existing background level at any time. Condition 26 further requires that a scheme demonstrating compliance with these requirements is submitted and approved prior to commencement in the plot.
- 8.181 Condition 21(a) requires that the Spine Road, such details shall include full details of its exact location, design, dimensions, materials, any temporary access, timescales for completion and details of Spine Road bus stops and associated passenger facilities which details shall be submitted not later than submission of the first Reserved Matters application for any of Plots P08, P12, P13, P14 or P15). These details have not yet been provided therefore a partial discharge of condition 21(i)(a) is required with regard to both plant and equipment and details of the spine road bus stops.

Foul Water and Surface Water Drainage - 21(i)(b)

Policy

- 8.182 The NPPF at para 165 expects major development to incorporate sustainable urban drainage systems (SUDS) unless there is clear evidence it is inappropriate.
- 8.183 LPP 5.13 requires SUDS unless there are practical reasons for not doing so. In addition, development should aim to achieve greenfield run-off rates and ensure surface water is managed in accordance with the policy's drainage hierarchy.
- 8.184 DLPP SI13 expects development to achieve greenfield run-off rates in accordance with the sustainable drainage hierarchy.
- 8.185 CSP 10 requires applicants to demonstrate that the most sustainable urban drainage system that is reasonably practical is incorporated to reduce flood risk, improve water quality and achieve amenity and habitat benefits.

Discussion

- 8.186 The proposed development should demonstrate that the proposed form of drainage has regard to the SuDs policies as above and industry best practice.
- 8.187 Foul Water and Surface Water Drainage on the development site are regulated by Conditions 19 "Drainage and Flood Risk" and 47 "Surface Water Control Measures" of the OPP.
- 8.188 The EA have reviewed the proposed foul water and surface water drainage documents and have raised no objection with regard to the proposals.
- 8.189 The Lead Local Flood Risk Authority (LLFRA) has also been consulted. The LLFRA initially requested further details as follows:
- a proposed drainage strategy which demonstrates that pumping has been avoided.
 - demonstration of greenfield rates and compliance with the London Plan. Discharge rates must be no more than 3x greenfield.
 - Information to clarify the rates for the referenced specific drainage outlets and information on their location.
 - Information on the proposed discharge rates for the 1 in 1, 1 in 30, 1 in 100, and 1 in 100 + climate change rainfall events.
 - Demonstration by detailed calculations, that no flooding occurs during the 1 in 30 year event on site and no flooding occurs to buildings in the 1 in 100 year event and to demonstrate that the proposed attenuation features have enough capacity to attenuate site runoff volumes. Exceedance routes to be identified. The site to be able

to attenuate the greenfield volume of the 1 in 100 year 6 hour event or as close as reasonably practical.

- A design drawing, providing details of the drainage features and a strategic plan on how the overall area will be drained.
- A maintenance scheme that includes all of the proposed drainage features and specifies the appropriate actions and frequencies of maintaining the components for the life span of the development. The applicant should also provide more information on the responsible owner.

8.190 The applicant submitted the documentation/information requested which was subsequently reviewed by the LLFRA. LLRFA have advised that the detail provided is acceptable with regard to foul water and surface water drainage and for the discharge of condition 19 in relation to Plot 15. They have advised that further details with regard to surface water source control measures are required by condition 47.

8.191 Given the above, the proposals are acceptable with regard to foul water and surface water drainage.

Jetty, dry dock or temporary wharf structure required for construction purposes including any works within the river - 21(i)(c)

8.192 This requirement is not relevant to Plot 15.

Removal of Trees - 21(i)(d)

8.193 The application has been submitted with an Arboricultural Impact Assessment as the proposed development is situated to the north of a group of 5 trees located along the boundary of the site and residential dwellings on Dacca Street. The trees are subject to a Tree Preservation Order. This report provides an assessment of the impact on trees and makes recommendations for mitigating any negative impacts. It is stated that the design has been developed with careful consideration to minimise the impact on the most important trees across the site.

8.194 One poor quality tree, a self-sown sycamore, which is growing out from the boundary wall at Plot 15 is recommended for removal. Given its poor quality and that it is classified as category "U", as well as the proposed replacement planting, its removal is considered acceptable. Additionally, if this was allowed to further establish, concerns would be raised regarding the stability of the boundary wall. The remaining 4 trees are proposed to be retained and integrated into the development. Sufficient space and adequate protection measures have been set out to ensure that retained trees are not damaged during the pre-construction and construction phase and to enable their successful development post-construction. Retained tree protection measures are discussed throughout on the submitted Tree Protection Plan.

Remediation - 21(i)(e)

Policy

8.195 The NPPF states at para 170 that planning decisions should contribute to and enhance the natural environment by, among other things preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil pollution and that development should help to improve local environmental conditions by remediating and mitigating contaminated land, where appropriate (para 170).

8.196 Further, the NPPF at para 178 and NPPG states decisions should ensure a site is suitable for its proposed use taking account of ground conditions and any risks arising from

contamination and that after remediation, land should not be capable of being determined as “contaminated land” under Part 2A of the Environmental Protection Act 1990.

- 8.197 LLP 5.21 reflects national policy, whilst DM Policy 28 advises the Council will use appropriate measures to ensure that contaminated land is fully investigated.

Discussion

- 8.198 Contaminated land and remediation of each plot is further controlled by condition 45 of the OPP which requires inter alia, the following details prior to commencement of development of each plot:

- a) Desktop study and site assessment
- b) Site investigation report
- c) Remediation scheme

- 8.199 The Environment Agency have reviewed the documentation provided with regard to contaminated land and have no objection in this regard.

- 8.200 The Council’s Environmental Protection Officer reviewed the initial submitted documents, which originally included only a site wide remediation strategy. Following discussions with the applicant, a plot specific Desktop Study and Site Assessment, Site Investigation Report and Remediation Scheme were submitted.

- 8.201 The amended documents were reviewed by the Council’s Environmental Protection Officer who considered these sufficient to satisfy Condition 21(i)(d)(remediation) as well as Condition 45 (i).

- 8.202 Historic England have requested that the approved remediation strategy be updated following agreement of archaeological detail required under conditions 34 to 39. Officers propose that this will be addressed when the details relating to archaeology are submitted. As such, a condition will be added to this effect.

Temporary Site Boundary Treatments - 21(i)(f)

- 8.203 The proposed temporary site boundary treatments would be 2.4 metres high plywood hoarding. The hoarding would extend around the P15 plot and down both sides of the spine road to the entrance at New King Street. This is considered acceptable.

- 8.204 It is noted that the layout of temporary boundary treatment on site will evolve as other development plots come forward. Details of each plot and changes of boundary treatments to other plots would be required upon submission of details in respect of those plots.

OTHER MATTERS INCLUDING OTHER DETAILS SUBMITTED FOR APPROVAL/DISCHARGE UNDER CONDITIONS

Internal Space Standards and Private Amenity Provision – Conditions 10 and 30

Policy

- 8.205 Standard 4.10.1 of the Mayor’s Housing SPG states that ‘a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant’.

- 8.206 LPP 3.5 seeks to achieve housing development with the highest quality internally and externally in relation to their context. Minimum space standards are set out in Table 3.3 of the London Plan.

Discussion

- 8.207 Plans have been submitted under Condition 10 which show all proposed residential units meet the minimum space standards and would be provided with dedicated storage areas, which meet the minimum requirements. The proposed plans have also been annotated with essential furniture, which demonstrates that all units could comfortably accommodate the necessary furniture and circulation spaces. Internal floor to ceiling heights would be a minimum of 2.5 metres. Plans have also been submitted under Condition 30 which show all units would be provided with private amenity space meeting or in excess of the relevant London Plan Standards.
- 8.208 Given the above, the proposed development which meets the London Plan requirements and it is considered that adequate internal living spaces and private amenity space would be provided for the future occupiers.

Microclimate: Wind – Condition 3(ii)

- 8.209 The details submitted to discharge this Condition in respect of Plot 15 are considered below at paragraph 8.318 to 3.21.

Sunlight and Daylight to Proposed Units – Condition 4

- 8.210 Condition 4 of the OPP requires daylight and sunlight modelling to be undertaken in to inform the detailed design stage of building height and massing. The applicant has provided this information in accordance with Condition 4. *General Policy*
- 8.211 NPPF para 127 sets an expectation that new development will be designed to create places that amongst other things have a ‘high standard’ of amenity for existing and future users.
- 8.212 Daylight and sunlight is generally measured against the Building Research Establishment (BRE) standards however, this is not formal planning guidance and should be applied flexibly according to context.
- 8.213 The NPPF does not express particular standards for daylight and sunlight. Para 123 (c) states that, where there is an existing or anticipated shortage of land for meeting identified housing need, LPAs should take a flexible approach to policies or guidance relating to daylight and sunlight when considering applications for housing, where they would otherwise inhibit making efficient use of a site.
- 8.214 Daylight is defined as being the volume of natural light that enters a building to provide satisfactory illumination of internal accommodation between sunrise and sunset. This can be known as ambient light. Sunlight refers to direct sunshine.
- 8.215 The GLA states that ‘An appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time.’ (GLA, 2017, Housing SPG, para 1.3.45).

Impact on Existing Dwellings on Dacca Street

Daylight

- 8.216 The daylight testing undertaken for the proposed scheme indicates that there is either no change or a marginal improvement in daylight levels between the maximum OPP massing and the building proposed at P15.

Sunlight

- 8.217 There are no windows within neighbouring properties that are orientated within 90 degrees of due south and overlook the proposed development. As such, none would require a sunlight assessment in accordance with the BRE methodology.

Daylight to Proposed Units

Discussion

- 8.218 The applicant has submitted a Daylight and Sunlight Report which demonstrates that all habitable rooms within the proposed development have been technically assessed for Average Daylight Factor (ADF) in relation to daylight specifically.
- 8.219 The results of the ADF assessment have shown that 427 (89%) of the 427 habitable proposed meet the BRE and British Standard guidance criteria. The rooms that aren't fully compliant are located primarily along the north west and north eastern boundary of the proposed building across both the London Affordable Rent and Shared Ownership tenures. The majority of these rooms achieve a good level of daylight, marginally below the BRE recommendation, but still acceptable in an urban environment.
- 8.220 In relation to the 11% of rooms which do not meet the BRE guidance, these rooms are located beneath external balconies, which provide important external amenity to the apartments, but by their nature, also cause obstruction to daylight and sunlight. There is therefore a direct trade-off between the amenity provided by the balconies and the lower potential for daylight. Whilst the daylight levels to a number of rooms are lower than the suggested BRE target, the use of an outdoor amenity space can be equally beneficial to the occupants and the amenity benefits associated with the balconies can offset reduced levels of daylight.
- 8.221 Given the requirement for the provision of balconies, and that the design team for the scheme are constrained by the OPP parameters, as well as the very high level of compliance with the BRE guidelines; the proposed development is considered acceptable with regard to daylight to proposed units.

Sunlight

Policy

- 8.222 The Annual Probable Sunlight Hours (APSH) relates to sunlight to windows. BRE guidance states that a window facing within 90 degrees due south (windows with other orientations do not need assessment) receives adequate sunlight if it receives 25% of APSH including at least 5% of annual probable hours during the winter months.

Discussion

- 8.223 The results of the assessment show a good sunlight availability, with the majority of assessed rooms receiving very good levels of sunlight throughout the year.
- 8.224 Levels of APSH lower than those suggested for the whole year can be found in the living areas located below balconies on the lowest floors and in the corners of the proposed development.

- 8.225 However, the sunlight intercepted is transferred to the balconies and therefore future occupants will be able to enjoy it through the use of their private amenity spaces during the summer. As explained above in relation to the daylight levels, a trade-off of different types of amenity is generally considered acceptable where balconies are provided.
- 8.226 The sunlight availability during the winter months (WPSH) is excellent with all rooms meeting the BRE guidelines, as the balconies cause less obstruction to direct sunlight when the sun is lower in the sky.
- 8.227 With good levels of sunlight enjoyed in the majority of assessed living areas and alternatively, on their balconies, the proposed scheme is considered to be acceptable with regard to sunlight.

Overshadowing

Policy

- 8.228 BRE states that in order for a public or communal amenity space to be well sunlit, at least 50% of its area should receive direct sunlight for two or more hours on 21st March.

Discussion

- 8.229 The results of the assessment indicate that the communal amenity space would see well above the minimum recommended (50%), with 92% of the area seeing at least two hours of sunlight on the spring equinox.
- 8.230 It can therefore be concluded that the proposed communal amenity area within the site will offer excellent levels of sunlight throughout the year.

Sunlight and Daylight Conclusion

- 8.231 The Sunlight and Daylight Assessment provided with the application demonstrates that the proposed development would provide a good degree of daylight and sunlight to the proposed units, and that the proposed communal area at podium level would not be subject to an unreasonable degree of overshadowing.
- 8.232 Whilst some of the BRE guidelines are not fully complied with regard to daylight, the proposed units would receive good levels of sunlight throughout the year. It is noted that the non-compliant units are largely as a result of the parameters set at outline stage and due to the provision of balconies in order to comply with the relevant private external space standards.
- 8.233 Given the above, it is considered that the proposal is acceptable with regard to daylight, sunlight and overshadowing.

Discussion

- 8.234 Following a request from the Council's Sustainability Manager, the applicant has submitted an Overheating Assessment. The Overheating Assessment conducted analysis under the CIBSE TM59 overheating methodology for homes, which specifies standardised internal gains, profiles and opening criteria. The assessment found that all spaces would pass the TM59 criteria.
- 8.235 A preliminary assessment suggests that the identified equivalent area is achievable with the current design, but it will be the architect's and the window manufacturer's responsibility to ensure that the equivalent areas stated in this report are achieved. In particular, for bedrooms and studies, close attention should be paid to the ability of residents to achieve

the required operability in a safe manner, as this is likely to require a relatively large opening distance.

- 8.236 As such, the proposed development is considered acceptable with regard to overheating.

Affordable Business Space

- 8.237 The S106 agreement requires that the development site deliver not less than 1,330 square metres of Class B1 floorspace to be provided within Phases 1 and 3 to Shell and Core and made available to Small and Medium Enterprises.
- 8.238 Plot 15 proposes 800 sq. m of office (Use Class B1) use at ground floor level of which 249 sqm will be provided as affordable workspace. The provision of B1 floor space is consistent with the OPP and parameters, and is supported by offices for inclusion within the early phases of delivery.
- 8.239 The applicant has provided draft terms of reference for the Affordable Business Space and these are currently being agreed with the Council. These terms will include both a rent-free period and a subsidised rent period to follow the rent-free period.

Servicing, Delivery and Waste Management

- 8.240 Transport for London and LBL Highways have requested that a condition should be attached to the Reserved Matters approval requiring a servicing, delivery or waste management plan to be submitted and approved. The traffic impacts were assessed at OPP stage and but it was not considered necessary to impose such a condition on the OPP. In any event, servicing of Plot 15 would occur to the rear of that building and on roads within the development site and Officers that there is unlikely to be any unreasonable impact on the existing road network. In the circumstances, the suggested condition is not considered to be reasonable or appropriate. There is not a chance in surrounding context that officers consider a Delivery and service plan would now be required.

Vehicular and Cycle Parking

Outline Consent Background

- 8.241 The Outline Planning Consent secured a maximum quantum of 1,840 car parking spaces. The development will provide 1540 spaces for residents and 300 car parking spaces for the remaining, non-residential components of the developments, including up to 35 car club spaces within the non-residential provision. These spaces will be provided principally at ground level across much of the site and first floor parking decks beneath landscaped podiums

Residential Parking

- 8.242 The proposals for P15 include 13 residential car parking spaces to be provided to the rear of the proposed building. It is noted that the quantum of parking has reduced following consultation with Transport for London and subsequent amendments which have resulted in more space being devoted to proposed cycle parking.
- 8.243 The proposed provision of residential parking spaces is in accordance with the Outline Planning Permission and is proportionate to the quantum of residential units to be provided. Furthermore, the proposals have been reviewed by Transport for London and the Council's Highways Officer who have raised no objection.
- 8.244 Given the above, the proposed residential parking is considered acceptable. It is noted that the applicant is also required to provide prior to commencement, a Car Parking

Management Strategy under condition 31 of the Outline Planning Permission. This has not been submitted as part of this application, but will be forthcoming in future.

Accessible Parking

- 8.245 Planning Policy and the approved S106 agreement require that each wheelchair unit is allocated a parking space. As outlined above, 12 of the 124 units across Plot 15 would be provided in accordance with Building Regulations requirement M4(3) 'wheelchair user dwellings'
- 8.246 The parking provision includes 12 blue badge bays meaning that accessible parking is provided at a 1:1 ratio as required.
- 8.247 Given the above, the proposals are in accordance with the OPP and S106 agreement.

On-street Parking

- 8.248 The proposals for P15 include the following on-street parking proposals:
- Ten on-street (non-residential) car parking bays comprising:
 - Seven standard car parking bays;
 - One car parking bay allocated for mobility impaired users; and
 - Two electric vehicle car parking spaces.
- 8.249 This arrangement has been reviewed by the Council's Highway Officer and Transport for London – no objections have been raised.

Car Club Provision

- 8.250 The OPP provides for up to 35 car club spaces within the non-residential provision (300 spaces). These spaces were outlined as being provided principally at ground level across much of the site and first floor parking decks beneath landscaped podiums.
- 8.251 Plot 15 would provide one on-street car club space. The proposals for car club provision have been reviewed by Transport for London and the Council's Highways Officer who have raised no objections, and are in accordance with the OPP. As such, the proposals are acceptable in this regard.

Electric Vehicle Charging Points – Condition 50

Policy

- 8.252 LPP 6.3 (Parking) requires that 1 in 5 spaces are provided as Electric Vehicle Charging Points (EVCPs). Draft London Plan Policy requires that at least 20% of parking spaces are provided as EVCPs.

Discussion

- 8.253 The details for provision and maintenance of EVCPs are required to be approved prior to commencement under Condition 50 of the OPP and the applicant is seeking to discharge as part of this application.
- 8.254 The original submission proposed 5 EVCPs within the residential parking. This resulted in 42% of the proposed residential spaces being EVCPs.
- 8.255 Of the 10 non-residential on-street parking spaces, 2 of these would be provided as EVCPs equating to a percentage of 20%.

8.256 Given the above, the EVCP provision is policy compliant and acceptable and Condition 50 can be discharged in relation to P15.

Cycle Parking

8.257 Following consultation with TfL, the cycle parking was amended to meet the London Cycle Design Standards in order to provide an element of accessible spaces and standard Sheffield stands. As a result, a total of 238 cycle parking spaces are provided overall.

8.258 A total of 222 cycle parking spaces would be provided in support of the 124 residential dwellings at Plot 15, including 218 internal long-stay spaces (108 within the northern store and 110 within the southern store) and four external short-stay spaces. It is proposed to provide secure covered long-stay cycle parking on the ground level. This is in accordance with the s106 requirements as well as the London Plan.

8.259 A total of 16 cycle parking spaces would be provided in support of the non-residential uses at Plot 15 in accordance with the London Plan, including 10 sheltered long-stay spaces and six external short-stay spaces.

8.260 The details of cycle parking are controlled as a pre-commencement condition (condition 33) of the Outline Planning Permission. The applicant is not currently seeking to discharge this condition; however, this will be subject to review by Transport of London and the Council's Highways Officer on submission prior to commencement.

Healthy Streets

Policy

8.261 The Healthy Streets Approach puts people and their health at the centre of decisions about how we design, manage and use public spaces. It aims to make our streets healthy, safe and welcoming for everyone.

8.262 The Approach is based on 10 Indicators of a Healthy Street which focus on the experience of people using streets.

8.263 Policy T2 (Healthy Streets) of the Draft London Plan states Development proposals should:

- 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.
- 2) reduce the dominance of vehicles on London's streets whether stationary or moving.
- 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

Discussion

8.264 The application has been submitted with a Healthy Streets Assessment which has demonstrated how most links in the existing road network responds adequately to the standards set by the Healthy Streets assessment, based on current traffic flows, pedestrian and cycle flows, mix of land uses.

8.265 The assessment of the urban design proposals for the streets adjacent to Plot 15 has also shown how Convoys Wharf development and the streetscape improvements proposed as part of the Reserved Matters Application will align with the Healthy Streets principles. As such, the proposals would contribute to improving pedestrian and cycle permeability, road safety and street amenity both within the development's internal street network, and along some of the routes that will connect to the site.

- 8.266 Where some improvements to the existing street network (outside of the application site) have been identified outside the application site, it is considered that there is potential for contributions secured for highways improvements within the Section 106 agreement to be diverted towards these areas when the contributions are released in accordance with the triggers for payment outlined in the S106 agreement.

Code of Construction Practice – Condition 44

- 8.267 Condition 44(i) of the OPP requires that a site-wide Code of Construction Practice be submitted prior to any development to establish the overarching principles of best construction practice, and is to be based on the Framework Code of Construction Practice, 14 February 2014 (Appendix C of Environmental Statement Addendum Report), as approved by the OPP.
- 8.268 Further to the above, Condition 44(ii) of the OPP requires that prior to commencement of development on a particular plot, a plot-specific Code of Construction Practice be submitted.
- 8.269 A draft Code of Construction Practice has been provided with this application for approval under condition 44(ii) of the OPP. The Council's Highways Officer has advised that these details are generic and not sufficiently specific to the plot and cannot be discharged at this time. It is therefore recommended that the CoCP is not approved under Condition 44(ii). As such, this will remain a requirement to be discharged prior to commencement in Plot 15.

SUSTAINABILITY AND ENERGY – Condition 15

Policy and Outline Consent Background

- 8.270 Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime.
- 8.271 Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:
1. Be lean: use less energy
 2. Be clean: supply energy efficiently
 3. Be green: use renewable energy
- 8.272 Achieving more sustainable patterns of development and environmentally sustainable buildings is a key objective of national, regional and local planning policy. London Plan and Core Strategy Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions. Core Strategy Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions.
- 8.273 The Section 106 agreement required that the owner submit and have approved an 'Interim Energy Strategy' prior to the submission of the first reserved matters application. The intention of the Interim Energy Strategy is to demonstrate how the applicant would secure a connection from the development to the off-site South East London Combined Heat and Power plant (SELCHP). The Interim Energy Strategy was submitted to the Local Planning Authority prior to the first Reserved Matters submission and following amendments was approved on 10th January 2017.

8.274 The Section 106 agreement also required that the applicant, on submission of the first Reserved Matters Application shall submit the Energy Strategy to the Council for approval and shall:

“accompany the Energy Strategy with a written statement addressing how the steps required by the Interim Energy Strategy are being addressed and if the connection to SELCHP has not been secured, the Energy Strategy shall include an explanation as to why the connection has not been possible, how any obstacles are proposed to be addressed through Phase 1 and subsequent Phases of the Development and the further strategy for securing the connection to SELCHP.”

Discussion

8.275 The applicant has submitted an Energy and Sustainability Statement which follows the overall strategy set out in the approved Interim Energy Strategy (RPT-0003).

8.276 The Energy and Sustainability Statement states that baseline energy demand for the development would be reduced by using energy efficiency measures and passive design, prior to the inclusion of appropriate low and zero carbon energy technologies, since limiting the demand is the most effective way of reducing overall carbon emissions.

8.277 Carbon reduction would be further achieved by the implementation of Combined Heat and Power (CHP) using one of two potential options. Option 1 comprises a connection to the off-site South East London Combined Heat and Power plant (SELCHP). This option is expected to deliver approximately 27% lower carbon emissions than a Part L 2010 compliant baseline development, or 45% lower emissions, if regulated loads are assessed. This option is subject to commercial negotiations with Veolia, the operator of SELCHP, which are ongoing. If such connection to SELCHP is not found to be viable then the alternative option is to provide onsite Energy Centres, which will be gas-fired CHP with gas-fired boilers supplementary to meet peak loads. Under this scenario the development is expected to achieve CO2 emissions reductions of approximately 11% lower than Part L 2010 standards, or approximately 23% lower than Part L 2010 base load calculations with a 2% renewable contribution. As Option 1 remains a viable option, this is considered acceptable to comply with condition 15 in relation to P08.

8.278 It should be noted that if the SELCHP connection is not ready or determined viable by the time the first phase of redevelopment is occupied the on-site district heating network would still allow a future connection to SELCHP to be made, should it prove viable or available at a later stage.

8.279 The technical and financial feasibility of finding a route for the pipework will require that the underground services be mapped of the identified connection routes. These will then be analysed, and the least disruptive route selected. Discussions will then be held with utility providers to determine the costs and timescales of any diversions required to allow the connection to proceed.

8.280 The applicant is currently in discussion with the operator (Veolia) of South East London Combined Heat and Power (SELCHP) as per the requirements of the Section 106 agreement. These discussions have indicated that SELCHP would consider extending their network to Convoys Wharf.

8.281 The applicant and Veolia entered into a Pre-Development Agreement in November 2016 to commence a feasibility study for the pipe route between SELCHP and Convoys Wharf. Since this time, Veolia have been working on the pipework feasibility study between SELCHP and Convoys Wharf.

8.282 Veolia identified and analysed a number of different pipe route and selected a preferred pipe route as part of their initial study.

- 8.283 In 2017, Veolia's team presented their initial proposals to the Lewisham Council (Sustainability and Planning Services) and concerns were raised regarding some of the routing of the pipes, due to third party land ownership issues in particular. Since then, Veolia have been pursuing this initial route and trying to overcome the legal issues caused by a route involving third party land ownership.
- 8.284 In 2020, Veolia were awarded £5.5million funding through the central government Heat Network Investment Programme (HNIP) to initiate a heat network in Lewisham through a connection to Convoys Wharf. This funding is awarded on a conditional basis and is dependent on Convoys Wharf coming forward. The Council is working with Veolia to support the development of this heat network to establish a Strategic Heat Network for the borough.
- 8.285 Whilst the connection to SELCHP has not yet been formally secured, it is considered that the applicant has demonstrated ongoing progress in this regard and that the connection is being pursued. The strategic heat network remains critical to the Council in delivering a source of low carbon heating and forms an action point in the Climate Emergency Action Plan (2020).
- 8.286 With regard to further comments raised by the Council's Sustainability Manager, the applicant has advised that The dwelling fabric efficiency exceeds the notional building regulations 'target' by 10-12%, contributing to the domestic Be Lean case achieving a 12.1% improvement.
- 8.287 With regard to comments raised regarding lighting, the applicant has advised that Low Energy lighting would be provided throughout the residential and commercial buildings; at their Energy Consultants recommendation of all spaces/luminaires to be in excess of 70 luminaire lumens per circuit Watt and for commercial spaces in excess of 90 luminaire lumens per circuit-watt.
- 8.288 In terms of lighting controls, residential and office communal circulation would include sensors. All other zones will be manually switched. Perimeter office areas should also include daylight dimming controls.
- 8.289 With regard to further information requested regarding mechanical ventilation, the applicant has advised that the proposed Domestic Mechanical Heat Recovery Ventilation (MVHR) includes at least semi-rigid ducting to enable a greater selection of products. Efficiency has been maximised through the selection of a unit with low SFP (0.63 W/l/s) and high heat recovery (90%). Non-domestic ventilation considers efficiency through a low SFP (1.60 W/l/s) and high heat recovery (80%).
- 8.290 The applicant has advised that Photo Voltaic (PV) panels have been considered at roof level; however, the Outline Planning permission requires brown and green biodiverse living roof to be provided here. The provision of PV panels would compromise the survival and maintenance of the biodiverse living roofs.

ENVIRONMENTAL CONSIDERATIONS

- 8.291 An Environmental Impact Assessment (EIA) Statement of Conformity (SoC) has been submitted with this reserved matters application. The SoC assesses whether the detailed scheme presented in the current application will give rise to new or materially different likely significant effects on the environment from those considered as part of the outline planning permission and thus whether the reserved matters are required to be subject to environmental impact assessment under the EIA Regulations.
- 8.292 As set out below, it is considered that there are no new or materially different likely significant effects on the environment from those identified in Environmental Statement (April 2013) and a Supplementary Environmental Statement (February 2014) which set out

the environmental effects of the outline planning permission based on an assessment of the Approved Parameters. As such, an EIA is not required in relation to the proposals set out in the reserved matters application.

8.293 The topics assessed within the Approved Environmental Statement, submitted in support of the Outline Planning Permission, are as follows:

- Archaeology;
- Built Heritage Assessment;
- Landscape, Townscape and Visual Amenity Assessment;
- Air Quality Assessment;
- Soils, Ground Conditions and Groundwater Quality Assessment;
- Ecological Impact Assessment;
- Noise and Vibration Assessment;
- Socio economic Assessment;
- Sunlight, Daylight and Overshadowing Assessment;
- Electronic Interference Assessment;
- Traffic and Transport Assessment;
- Waste Management Assessment;
- Water Resources including Flood Risk Assessment; and
- Wind and Microclimate Assessment.

8.294 The Plot 15 Proposals are in accordance within the Approved Parameters and Design Specification approved within the OPP as amended by non-material amendment. The majority of the conclusions set out within the technical assessments considered within the Approved Environmental Statement will therefore not be affected by the Plot 15 Proposals.

8.295 However, due to the minor divergence of parameters in isolated locations (as approved by non-material amendment) further consideration has been given to the potential for additional or different environmental effects arising from the following technical topics:

- Built Heritage;
- Ecology;
- Traffic and Transport;
- Sunlight, Daylight and Overshadowing Assessment;
- Water Resources including Flood Risk Assessment; and
- Wind Microclimate.

Built Heritage Assessment

8.296 A Built Heritage Statement has been prepared by CgMs in support of the Plot 15 RMA. The Built Heritage Statement concluded that although there would be some limited intervisibility between the taller elements of Plot 15 with Deptford High Street Conservation Area and extremely limited inter-visibility with St. Paul's Conservation Area, Plot 15 would make a neutral contribution to their significance.

8.297 In respect of listed buildings, it is concluded that Plot 15 has considered built heritage assets through its design, materials, layout and place-making and overall it is considered that these elements would make a positive contribution to the settings of built heritage assets, in addition to the local townscape.

8.298 As such, it is considered that the residual effects and conclusions of the Approved Environmental Statement in relation to built heritage remain valid.

Ecological Impact Assessment

- 8.299 Plot 15 includes two trees which form part of a row of mature London plane (*Platanus x hispanica*) that will be retained. A third tree, a self-sown sycamore (*Acer pseudoplatanus*) growing out of the boundary wall will be removed.
- 8.300 The remainder of the site within Plot 15 was cleared under the OPP and subsequent regrowth has periodically been cut back. The area is of low ecological value supporting a combination of bare ground and revegetating ground including occasional butterfly bush (*Buddleja davidii*) and common ephemeral and ruderal species including mugwort (*Artemisia vulgaris*), smooth sow thistle (*Sonchus oleraceus*), Canadian fleabane (*Conzya canadensis*), and ragwort (*Senecio jacobea*). This habitat is not sufficiently complex to meet the criteria to be considered as the habitat of principal importance 'Open mosaic on previously undeveloped ground'. The loss of habitats from the site has already been assessed as an impact of the OPP. The development of Plot 15 will therefore not result in any additional losses of semi-natural habitats.
- 8.301 There are no buildings within Plot 15 and the three trees present within Plot P15 have negligible bat roosting potential. Therefore, there are no features within Plot 15 suitable to support roosting bats.
- 8.302 Assuming implementation of standard construction controls through the construction environmental management plan (CEMP) secured by condition on the OPP, no adverse effects on designated sites are anticipated and the residual effects and conclusions of the Approved Environmental Statement in relation to ecology remain valid.

Sunlight, Daylight and Overshadowing

- 8.303 A Daylight and Sunlight Report has been prepared by eb7 to assess the potential impact of Plot 15 upon the daylight currently received by the closest neighbouring properties. The assessment has been undertaken using the Vertical Sky Component (VSC), the No-Sky Line Contour (NSC) and the Average Daylight Factor (ADF) tests set out within the BRE guidance 'Site layout planning for daylight and sunlight: a guide to good practice' (BRE, 2011) and the British Standard document BS 8206 pt2.
- 8.304 The VSC, NSC and ADF results show that there is either no change or an improvement in daylight levels of neighbours when the results of the consented scheme and the latest proposal for Plot 15 are compared.
- 8.305 In terms of sunlight, none of the neighbours have site-facing windows within 90 degrees of due south and so they are not relevant for assessment.
- 8.306 As such it is considered that the residual effects and conclusions of the Approved Environmental Statement in relation to sunlight, daylight, and overshadowing remain valid.

Traffic and Transport Assessment

- 8.307 Plot 15 is expected to generate a total of 171 two-way trips (including 18 car trips) during the AM peak and 199 two-way trips (including 18 car trips) during the PM peak. The generation of these trips is not expected to have a significant impact on the highway network and is within the parameters of the OPP consent.
- 8.308 Furthermore, Plot 15 is not anticipated to exacerbate any of the accident patterns identified through an analysis of the most recent Personal Injury Accident data. The expected levels of public transport, pedestrian and cycle trips generated by Plot 15 are also within the parameters of the OPP consent. It is therefore also considered that these additional trips will be able to be accommodated on the surrounding public transport, footway and cycle networks.

- 8.309 Further technical information is provided in the Transport Statement, prepared by AECOM and submitted in support of the Plot 15 RMA.
- 8.310 Overall, it is considered that Plot 15 will have no adverse impact on the performance of the local highway network. As such, it is considered that the residual effects and conclusions of the Approved Environmental Statement in relation to traffic and transport remain valid.

Wind and Microclimate Assessment

- 8.311 A wind microclimate assessment has been undertaken by AECOM in support of the Plot 15 RMA. The study was conducted using the Lawson Pedestrian Comfort criteria. The results show that following development all regions of the pedestrian level of Plot 15 are acceptable for the typical usages that would be expected on or around a residential led development. Namely the Computational Fluid Dynamics (CFD) study results indicate that there will be no instances that breach the pedestrian distress criteria for a “frail person or cyclist” at either ground level or on balconies.
- 8.312 Furthermore, the CFD study has indicated that all areas around Plot 15 are suitable for pedestrian walk through, with the majority of areas also suitable for pedestrian standing / entrance doors or sitting.
- 8.313 Temple Group were commissioned by the Planning Service to conduct a review of the wind microclimate assessment in relation to Condition 3(ii) (Microclimate: wind) of the OPP. The Temple Group have concluded that the proposals were acceptable with regard to microclimate and as such condition 3(ii) can be discharged.
- 8.314 As such it is considered that the residual effects and conclusions of the Approved Environmental Statement in relation to wind microclimate remain valid.

Water Resources, Drainage, and Flood Risk

- 8.315 A Drainage Strategy has been prepared for Plot 15 that confirms that surface water run-off from the building will be collected within the site boundary and will be attenuated to a maximum flow restriction of 10.0l/s (litres per second) total for Plot 15 to comply with the site wide drainage strategy for the entire Convoys Wharf development).
- 8.316 Sustainable Drainage Systems (SuDs) techniques will be adopted to manage surface water run-off from the proposed building within the Plot 15 boundary. As indicated in the site wide drainage strategy, the site is unsuitable for infiltration techniques due to ground water existing relatively close to the surface. Therefore, it is proposed to attenuate the surface water discharge at source utilising living roofs with controlled flow outlets. Where it is not practical to manage any discharges, whether they be at roof level or at ground level, it will be attenuated via a retention tank and flow control.
- 8.317 The foul water drainage peak flow generated by the site will be approximately 17l/s. No attenuation is proposed for the foul water drainage.
- 8.318 As such, it is considered that the residual effects and conclusions of the Approved Environmental Statement in relation to water resources, drainage, and flood risk remain valid.

Conclusion

- 8.319 It is considered that the residual effects and conclusions of the Approved Environmental Statement remain valid.

NATURAL ENVIRONMENT

General Policy

- 8.320 Contributing to conserving and enhancing the natural environment and reducing pollution is a core principle for planning.
- 8.321 The NPPF and NPPG promote the conservation and enhancement of the natural environment (chapter 15) and set out several principles to support those objectives.
- 8.322 The NPPF at para 180 states decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the sensitivity of the site or wider area to impacts that could arise from the development.
- 8.323 London Plan Policy 2.18 sets out the Mayor of London's vision for Green Infrastructure as a multifunctional network that brings a wide range of benefits including among other things biodiversity, adapting to climate change, water management and individual and community health and well-being.

Ecology and Biodiversity including Green and Brown Roofs – Condition 14

Policy

- 8.324 Section 40 of the Natural Environment and Rural Communities Act 2006 places a duty on all public authorities in England and Wales to have regard to the purpose of conserving biodiversity.
- 8.325 The NPPF at para 170 states decisions should minimise impacts on and provide net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. At para 175, it sets out principles which LPAs should apply when determining applications in respect of biodiversity.
- 8.326 LPP 7.19 seeks wherever possible to ensure that development makes a positive contribution to the protection, enhancement, creation and management of biodiversity.
- 8.327 LPP 5.11 encourages major development to include planting and especially green roofs and walls where feasible, to deliver as many of the policy's seven objectives as possible.
- 8.328 DLPP G5 expects major development to incorporate measures such as high-quality landscaping (including trees), green roofs and green walls.
- 8.329 CSP 7 expects urban greening and living roofs as part of tackling and adapting to climate change. DMP 24 requires all new development to take full account of biodiversity and sets standards for living roofs.

Discussion

- 8.330 The Development Specification approved under the OPP requires that Compensatory habitat, in the form of bio-diverse roofs or at ground level, will be the same or greater than the area of lost habitats, which equates 18,300sqm, approximately 11%. This is controlled by Condition 14 of the OPP.
- 8.331 It is proposed that Plot 15 would provide 580 sqm of biodiverse green roof and 640 sqm of biodiverse brown roof. Cross sections have been provided of both roof types. This would cover the majority of roofspace available to the proposed building. Additionally, a blackstart nesting box would also be provided.

- 8.332 The proposed green and brown roofs to Plot 15 are considered to be policy compliant and in accordance with the OPP and that Condition 14 should be approved in relation to Plot 15.

Lighting – Condition 12

Outline Consent Background

- 8.333 Condition 12 of the OPP requires that at the same time as the first Reserved Matters application is submitted, a lighting strategy for external lighting across the site, including details of a dark corridor, must be submitted to the Local Planning Authority.

Discussion

- 8.334 The applicant has submitted a site-wide high level lighting strategy for the development site in accordance with Condition 12(i) of the OPP but as yet the plot specific lighting strategy under Condition 12(ii) has not been submitted in respect of Plot 15. The plot specific strategy does not need to be submitted but Condition 12(ii) allows a period of 6 months following commencement within the relevant Plot during which such strategy is to be submitted.
- 8.335 The Site Wide Lighting Strategy has divided the development site into three different lighting zones, along with the creation and maintenance of a dark corridor along the river frontage.
- 8.336 The level of light required in each public area has been selected depending on the use for that particular area. The lighting classes have been taken from the relevant British Standards.
- 8.337 The Council's Ecology and Highways Teams have reviewed the proposed Site Wide Lighting Strategy and have raised no objection to the detail provided.
- 8.338 The Report in respect of the application for Reserved Matters and other approvals of details in respect of Plot 08 includes a recommendation that the site-wide lighting strategy for the development be approved under Condition 12(i).

Air Quality

Policy

- 8.339 The NPPF at para 170 states decisions should among other things prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of air pollution. Development should, wherever possible, help to improve local environmental conditions such as air quality.
- 8.340 Proposals should be designed and built to improve local air quality and reduce the extent to which the public are exposed to poor air quality. Poor air quality affects people's living conditions in terms of health and well-being. People such as children or older people are particularly vulnerable.
- 8.341 London Plan Policy 7.14 states new development amongst other requirements must endeavour to maintain the best ambient air quality (air quality neutral) and not cause new exceedances of legal air quality standards. Draft London Plan SI1 echoes this.
- 8.342 Further guidance is given in the Mayor of London's Air Quality Strategy.

Discussion

8.343 A number of representations from the public raise Air Quality as a concern. The Environmental Impact Assessment SoC in respect of the application does not identify any new or materially different likely effects resulting from the development compared to those considered at the OPP stage. The impacts arising in respect of air quality were considered at OPP Stage and addressed through the Section 106 Agreement, which secures £100,000 towards for air quality monitoring in respect of the development. Officers therefore consider that appropriate mitigation and monitoring has already been secured through the OPP.

Flood Risk

Policy

- 8.344 Paragraph 155 of the NPPF (2019) requires new development to be sited away from areas at risk of flooding, whilst para.165 states that major development should incorporate sustainable drainage systems, unless there is clear evidence that this would be inappropriate.
- 8.345 London Plan Policy 5.12 requires the mitigation of flooding, or in the case of managed flooding, the stability of buildings, the protection of essential utilities and the quick recovery from flooding.
- 8.346 London Plan and draft London Plan Policies 5.12 and 5.13 requires new development proposals to comply with the flood risk assessment and management requirements set out in the NPPF. London Plan Policy 7.13 expects development to contribute to safety, security and resilience to emergency, including flooding.
- 8.347 Core Strategy Policy 10 requires developments to result in a positive reduction in flooding to the Borough
- 8.348 The site is located in Flood Zone 3 which is defined as having a 'high probability' of river and sea flooding by the 'flood risk and coastal change' section of the national Planning Practice Guidance.

Discussion

- 8.349 The OPP was submitted with a Flood Risk Assessment which was assessed and approved. This document set out the framework for flood risk management in relation to the proposed development. Various conditions were imposed on the OPP which are relevant to this framework:
- Condition 6 (River Wall Surveys) – submitted and approved by the Local Planning Authority under planning application reference DC/17/100954 on 21 June 2018
 - Condition 14 (Biodiversity) – Assessed and details recommended for approval in 'Ecology and Biodiversity including Green and Brown Roofs' above
 - Condition 16 (River Wall Safeguarding) – not relevant to Plot 15
 - Condition 19 (Drainage and Flood Risk) – relevant to this application
 - Condition 47 (Surface Water Control Measures) – relevant to this application
 - Condition 52 (Tidal Flood Defence) – This condition is not sought for discharge in this application
 - Condition 66 (Hydrology and Water Resources) – Compliance only
- 8.350 The Environment Agency have reviewed the Reserved Matters Application and requested further information with regard to Flood Risk. A Flood Risk Assessment indicating that the finished floor level of the ground floor residential accommodation would be located above the modelled flood risk level.

- 8.351 This information was provided by the applicant and subsequently the Environment Agency have indicated that the application is acceptable with regard to flood risk.
- 8.352 The Council’s Flood Risk Manager has reviewed the application and requested further information in relation to Condition 19 (Drainage and Flood Risk) and Condition 47 (Surface Water Control Measures). Following receipt of this information it was considered appropriate to discharge conditions 19 and 47 in relation to Plot 15.
- 8.353 Given the above, the proposed development is acceptable with regard to flood risk and conditions 19 and 47 can be discharged in relation to Plot 15.

9.0 SUMMARY REGARDING DISCHARGE OF CONDITIONS

- 9.1 In addition to the reserved matters and other details required by Conditions 20, the applicant seeks to discharge a number of conditions attached to the OPP. outline permission. The additional conditions sought for discharge are laid out below in Table 10 below along with Officers' recommendation. The full wording of the conditions can be seen in the OPP attached as Appendix 1.

Condition	Assessment
3. Microclimate: wind (ii)	Acceptable – assessed in “Environmental Impact Considerations – Microclimate”
7. Building design Statement and Tall Buildings Design Statement	Acceptable – the application has been submitted with a Building Design Statement in relation to P08 outlining how the Design Guideline in CW04 have been applied to the proposed development
8. Reconciliation Statement (i)	Acceptable – the application has been submitted with a reconciliation statement as required by condition 8(i)
13. Heritage Statement	Acceptable – assessed in “Impact of Design on Heritage Assets”
14. Biodiversity (i)	Acceptable – assessed in “Natural Environment - Ecology and Biodiversity including Green and Brown Roofs”
15. Energy Statement	Acceptable – assessed in “Energy and Sustainability” above
19. Drainage and flood risk	Acceptable – assessed in “21(i)(b) – Foul Water and Surface Water Drainage”
21. Details relating to infrastructure and other matters	21(b),(c),(d),(e) and (f) acceptable – assessed in “Details for approval under Condition 21”. Partial discharge of condition 21(i)(a) as details of plant and bus stops not provided
45. Contaminated Land (i)	Acceptable – assessed in “21(i)(e) – Remediation”
47. Surface water control measures	Further detail required, not yet acceptable – assessed in “21(i)(b) – Foul Water and Surface Water Drainage”
50. Electric vehicle charging points (i)	Acceptable – assessed in “Transport Impacts – Electric Vehicle Charging Points”

Table 10: Conditions sought for discharge and assessment

- 9.2 Given the above, the following conditions 3(ii), 7, 8, 13, 14, 15, 19, 21(b), (c),(d),(e) and (f), 45(i), and 50(i) are recommended for discharge. 21(a) is recommended for partial discharge in relation to P15 as details of plant and bus stops and associated passenger facilities are yet to be provided.

10.0 EQUALITIES CONSIDERATIONS

- 10.1 The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

- 10.2 In summary, the Council must, in the exercise of its function, have due regard to the need to:
- a) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
 - b) advance equality of opportunity between people who share a protected characteristic and those who do not;
 - c) foster good relations between people who share a protected characteristic and persons who do not share it.
- 10.3 The duty continues to be a “have regard duty”, and the weight to be attached to it is a matter for the decision maker, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.
- 10.4 The Equality and Human Rights Commission has recently issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled “Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice”. The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at:
- <https://www.equalityhumanrights.com/en/publication-download/technical-guidance-public-sector-equality-duty-england>
- 10.5 The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:
1. The essential guide to the public sector equality duty
 2. Meeting the equality duty in policy and decision-making
 3. Engagement and the equality duty
 4. Equality objectives and the equality duty
 5. Equality information and the equality duty
- 10.6 The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at:
- <https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance>
- 10.7 The planning issues set out above do not include any factors that relate specifically to any of the equalities categories set out in the Act, and therefore it has been concluded that no impact on equality.

11.0 HUMAN RIGHTS IMPLICATIONS

- 11.1 In determining this application the Council is required to have regard to the provisions of the Human Rights Act 1998. Section 6 of the Human Rights Act 1998 prohibits authorities (including the Council as local planning authority) from acting in a way which is incompatible with the European Convention on Human Rights. “Convention” here means the European Convention on Human Rights, certain parts of which were incorporated into English law

under the Human Rights Act 1998. Various Convention rights are likely to be relevant including:

- Article 8: Respect for your private and family life, home and correspondence Protocol 1,
- Article 1: Right to peaceful enjoyment of your property

11.2 This report has outlined the consultation that has been undertaken on the planning application and the opportunities for people to make representations to the Council as Local Planning Authority.

11.3 Members need to satisfy themselves that the potential adverse amenity impacts are acceptable and that any potential interference with the above Convention Rights will be legitimate and justified. Both public and private interests are to be taken into account in the exercise of the Local Planning Authority's powers and duties. Any interference with a Convention right must be necessary and proportionate. Members must therefore, carefully consider the balance to be struck between individual rights and the wider public interest.

12.0 CONCLUSION

12.1 Outline planning permission for the comprehensive mixed-use redevelopment of the application site was granted (subject to conditions and following completion of a Section 106 agreement) by the Mayor of London in March 2015. The outline planning permission set the parameters for the scale and massing of the development, the quantum and mix of floorspace to be provided and the overall layout of the site. This current application is for the approval of reserved matters in respect of the layout, scale, appearance, access and landscaping in respect of Plot 15, together with other details submitted for approval under conditions.

12.2 The Reserved Matters and application for approval/discharge of conditions have been considered in the light of relevant policies and standards as well as representations from third parties. The Reserved Matters are in conformity with the approved development parameters for the scheme (scale, massing, floorspace, mix of uses, extent of public realm) and the submitted details, including those under conditions, satisfactorily address the relevant policy considerations and other requirements, including the principles set out in Strategic Site Allocation in the Core Strategy. The Reserved Matters in regard to landscaping are not discharged at this time and further detail will be required as part of a future Reserved Matters Application.

12.3 Consideration has been given to the objections made to the proposed development, as set out in this report. It is considered that none of the material objections outweigh the reasons for approving the Reserved Matters and other details in respect of which approval is sought.

13.0 RECOMMENDATION

- a) **GRANT** Reserved Matters approval in respect of layout, scale, appearance and access in relation to Plot 15 subject to the following conditions and informatives and completion of the legal agreement proposed at recommendation e);
- b) **APPROVE DETAILS UNDER/DISCHARGE** conditions 3(ii), 7, 8, 13, 14, 15, 19, 21(b),(c),(d),(e) and (f), 45(i), and 50(i) in relation to Plot 15 only;
- c) **DISCHARGE** all other details and matters required to be approved under Condition 20(i) relation to Plot 15;
- d) **PARTIALLY** discharge Condition 21(a) (to exclude details relating to plant and bus stops and associated passenger facilities in relation to Plot 15.

- e) **AUTHORISE** the Director of Planning to negotiate and complete a deed of variation to the Section 106 Agreement dated 15 March 2015, under Section 106 of the 1990 Act (and other appropriate powers) so as to secure 65 London Affordable Rent units within Plot 15 and so that Plot 15 is delivered concurrently with Plot 08.

13.1 That the Committee also authorise the Director of Planning to finalise and issue the decision notice in relation to the application and to include such amendments as she may consider appropriate to ensure the acceptable implementation of the development.

14.0 CONDITIONS

1. Approved Drawings and Documents

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

2056-A-L-501 Rev 1; 2056-A-L-500 Rev 1; 2056-A-L-502 Rev 1; 2056-A-L-401 Rev 1; 2056-A-L-400 Rev 1; 2056-A-L-302 Rev 00; 2056-A-L-301 Rev 00; 2056-A-L-300 Rev 00; 2056-A-L-202; 2056-A-L-201; 2056-A-L-200; 2056-A-L-109; 2056-A-L-107; 2056-A-L-002; 2056-A-L-001; 2056-A-L-108 Rev 1; 2056-A-L-100 Rev 2; 2056-A-L-101 Rev 2; 2056-A-L-102 Rev 2; 2056-A-L-103 Rev 2; 2056-A-L-104 Rev 2; 2056-A-L-105 Rev 2; 2056-A-L-106 Rev 2; 2056-A-C-801 Rev A; 2056-A-L-800 Rev A; 2056-A-L-100 Rev G

584.02 _SK_00_403 Rev P02; 584.02 _SK_00_402 Rev P03; 584.02 _SK_00_401 Rev P03; 584.02 _SK_00_301 Rev P04; 584.02 _SK_00_201 Rev P03; 584.02 _SK_00_103 Rev P04; 584.02 _SK_00_102 Rev P04; 584.02 _SK_00_101 Rev P06; 584.02 _SK_00_100 Rev P04

Reason: To ensure that the development is carried out in accordance with the approved documents, plans and drawings submitted with the application and is acceptable to the local planning authority.

2. Materials

No development above ground shall commence on site until a detailed schedule and samples of all external materials and finishes including windows and external doors to be used on the building have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the local planning authority may be satisfied as to the external appearance of the building(s).

3. Design Response to Heritage Assets

Prior to the commencement of above ground development, full details of design response to heritage assets as outlined in, but not limited to, the document entitled "Convoys Wharf Plot 15, Supplementary Design Response to Heritage Assets" dated February 2020, shall be submitted to and approved by the local planning authority in consultation with Historic England (Greater London Archaeological Advisory Service). The approved details shall be implemented prior to occupation of the residential and commercial units and retained in perpetuity.

Reason: In order to demonstrate how the heritage assets of the site have informed design proposals.

4. Thames Water

No properties within Plot 15 shall be occupied until confirmation has been provided that either:

- a) all water network upgrades required to accommodate the additional flows from the development have been completed; or
- b) a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development

15.0 INFORMATIVES

- A. **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 discussions took place which resulted in further information being submitted.
- B. You are advised that all construction work should be undertaken in accordance with the "London Borough of Lewisham Code of Practice for Control of Pollution and Noise from Demolition and Construction Sites" available on the Lewisham web page.
- C. The applicant is required to meet the relevant building control regulations in relation to the proposed development.
- D. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk
- F. The applicant is advised that Landscaping (condition 20, f) is not discharged as a reserved matter, and that full details must be submitted to the local planning authority for approval.

GREATER LONDON AUTHORITY
Development, Enterprise and Environment

BPTW Partnership

Hiltons Wharf
Norman Road
Greenwich
LONDON SE10 9QX

GLA ref: D&P/0051c/GC/18

Application ref: DC/13/83358

Date: 10 March 2015

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008; and, Town and Country Planning (Environmental Impact Assessment) Regulations 2011.

Lewisham Council Planning application reference: DC/13/83358

Applicant: Convoys Properties Limited

**GRANT OF OUTLINE PLANNING PERMISSION SUBJECT TO PLANNING CONDITIONS
AND PRIOR WRITTEN CONCLUSION OF A SECTION 106 AGREEMENT**

The Mayor of London, as the Local Planning Authority, hereby grants planning permission for the following development, in accordance with the terms of the above mentioned application (which expression shall include the drawings and other documents submitted therewith):

Demolition of all non-listed structures at the site, and comprehensive redevelopment (to include retention and refurbishment of the Grade II Listed Olympia Building) to provide up to 419,100 m² of mixed use development comprising up to: 321,000 m² residential (Class C3) (up to 3,500 units); 15,500 m² business space (Class B1/live/work units) and to include up to 2,200 m² for up to three energy centres; 32,200 m² working wharf and vessel moorings (Class B2 and sui generis); 27,070 m² hotel (Class C1); 5,810 m² retail, financial and professional services (Classes A1 and A2); 4,520 m² restaurant/cafes and drinking establishments (Classes A3 and A4); and, 13,000 m² community/non-residential institutions (Class D1 and D2), 1,840 car parking spaces, together with vehicular access and a river bus facility.

At: Convoys Wharf, land bounded by Leeway, Grove Street (in part), Prince Street and Watergate Street, Deptford, London SE8

Subject to the following conditions and reasons for conditions:

Time Limits

1. (i) Applications for approval of Reserved Matters must be made not later than the expiration of 13 years beginning with the date of the grant of this planning permission.
 - (ii) The development to which this permission relates must be begun not later than
 - (a) The expiration of 3 years from the date of the grant of this permission;

or,

- (b) if later, the expiration of 2 years from the final approval of the Reserved Matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To comply with the provisions of Section 92 of the Town & Country Planning Act 1990 (as amended) and the timescale of the development and to allow for the progressive process of approvals to enable the Development and the regeneration of the area in accordance with relevant planning policies to commence as soon as reasonably practicable and within a realistic timetable.

Approved plans and documents

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

Existing plans

CON1-PA-03-001; CON1-PA-03-002; CON1-PA-03-003; CON1-PA-03-004; and, CON1-PA-03-005A.

Proposed parameter plans

CON1-PA-03-006A; CON1-PA-03-007A; CON1-PA-03-008A; CON1-PA-03-009A; CON1-PA-03-010A; CON1-PA-03-011B; CON1-PA-03-012B; CON1-PA-03-013A; CON1-PA-03-014A; CON1-PA-03-015A (indicative); CON1-PA-03-016A (indicative); CON1-PA-03-017A; and, CON1-PA-03-018A.

Submitted documents

Application Form (ref: CW01); Environmental Statement (ref: CW02); Environmental Statement Addendum Report (ref: 027979); Design and Access Statement (ref: CW03); Design and Access Statement Addendum (ref: CW03A); Design Guidelines (ref: CW04); Development Specification (ref: CW05A); Planning Statement (ref: CW06); Transport Assessment (ref: CW07); Energy Strategy (ref: CW08); Sustainability Statement (ref: CW09); Retail Impact Assessment (ref: CW010); Statement of Community Involvement (ref: CW011); Delivery Strategy (ref: CW012); Commercial Strategy (ref: CW013); Heritage Statement (ref: CW014); and, Cultural Strategy (ref: CW015).

Reason: To ensure that the proposal is carried out in accordance with the approved Development Specification and Plans and to ensure that the details of development accord with the assessment and conclusions of the Environmental Impact Assessment.

Conditions to be discharged prior to the submission of Reserved Matters

Microclimate: wind

3. (i) Prior to submission of any Reserved Matters application in respect of any Phase, Sub-Phase or Plot, testing shall be carried out using a boundary layer wind tunnel or computational model, to refine the effectiveness of proposed mitigation to achieve conditions throughout the site that meet the Lawson Criteria minimum standard for long term sitting. Such testing shall be carried out in strict accordance with a specification which shall first have been approved in writing by the Local Planning Authority.

- (ii) Each Reserved Matters application in respect of any Phase, Sub-Phase or Plot shall be accompanied by a report setting out the results of the testing required by part (i) of this Condition together with proposed mitigation measures and accompanying plans for approval.
- (iii) The development shall be carried out in strict accordance with the mitigation measures as approved in writing by the Local Planning Authority under part (ii) of this Condition.
- (iv) Each Phase, Sub-Phase or Plot shall not be occupied unless and until the mitigation measures approved under part (ii) of this Condition in respect of such Phase, Sub-Phase or Plot have been installed or constructed in strict accordance with the approved mitigation measures and plans. Such measures will be retained permanently.

Reason: In order to ensure a suitable environment for visitors and residents and to accord with DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014) and to ensure that any environmental impacts of the development do not exceed or are in addition to those assessed and taken into account by the Local Planning Authority when determining the planning application.

Microclimate: daylight and sunlight

- 4. Notwithstanding the building parameters hereby approved on plans CON1-PA-03-010A and 011B, daylight and sunlight modelling shall be undertaken at the detailed design stage for each Phase, Sub-Phase or Plot to inform the design of building height and massing so as to achieve conditions whereby the resultant reduction in daylight to adjoining residential properties outside the site would not be greater than 20% (when measured using Average Daylight Factor methodology), unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of adjoining residential properties in compliance with DM Policy 30 Urban Design and Local Character and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014). The development proposals hereby permitted have been the subject of an Environmental Impact Assessment and any increase in building heights or incidental impacts of buildings on the site may have an impact which has not been considered as part of the Environmental Impact Assessment.

Thames Path extension

- 5. (i) Prior to the first Reserved Matters application for any of Plots P01, P02, P03 and P04, a design strategy for the extension of the Thames Path across the site including, but not limited to, hard and soft landscaping, dimensions, material palette, street furniture (including seating), lighting, signage, riparian lifesaving equipment and any alteration to the river walls, banks or other alterations to the river, shall be submitted to and approved in writing by the Local Planning Authority.
- (ii) Any Reserved Matters application that includes Plots P01, P02, P03 and/or P04 shall be accompanied by the full details of the extension of the Thames Path within the relevant Plot (including how the proposed Thames Path is to be linked into the existing Thames Path both within and outside the site) which shall accord with the strategy approved under part (i) of this Condition. The details shall include a timescale for completion of

that part of the Thames Path to be provided within the Plot in question by reference to occupation of residential units within such Plot.

- (iii) The development shall be carried out in strict accordance with the details approved under parts (i) and (ii) of this Condition.
- (iv) Not more than the threshold of residential units within Plots P01, P02, P03 and P04 as specified in the details approved pursuant to part (ii) of this Condition shall be occupied until the works to provide the Thames Path Extension so far as they relate to the Plot in question have been completed in strict accordance with the details approved under part (ii) of this Condition.

Reason: In the interest of creating a safe riverside walk that is satisfactory in appearance and enhances the visual amenity of the area in accordance with DM Policy 25 Landscaping and Trees and 30 Urban Design and Local Character in the adopted Development Management Local Plan (November 2014).

River Wall surveys

- 6. Prior to submission of the first Reserved Matters application in respect of the development, detailed river wall surveys shall be carried out to assess the structural stability of the flood defences. The results of these surveys shall be used to inform how the river wall will be repaired or replaced through the development. The results of the surveys and how the findings will be addressed through subsequent Reserved Matters applications shall be submitted to and approved in writing by the Local Planning Authority prior to submission of the first Reserved Matters application in respect of the development.

Reason: The current river wall in this location is in poor condition from visual surveys. It is important to ensure appropriate river wall surveys are undertaken to ensure repairs and replacement of this wall will be delivered through this development. This will ensure the structural integrity of the flood defences for the lifetime of the development, and to reduce the risk of flooding to the proposed development and future users.

Conditions to be discharged on the submission of Reserved Matters

Building Design Statement and Tall Buildings Design Statement

- 7. Notwithstanding the scope, content and status of CW04 (Design Guidelines) (and in addition to information submitted to discharge Condition 20):
 - (i) All Reserved Matters applications shall be accompanied by a Building Design Statement for the Phase or Sub-Phase to which the Reserved Matters application relates (in whole or in part). The Building Design Statement shall set out how the 'Vision and Site-Wide Principles', 'Character Areas' and 'Building Design Guidelines' in the Design Guidelines (Document CW04) have been interpreted and applied to the buildings and spaces in that Phase or Sub-Phase, and, where there is variance from Document CW04, the Building Design Statement shall provide a reasoned justification for the design response proposed.

- (ii) All Reserved Matters applications relating to Plots P02, P06 and P14 shall be accompanied by a Tall Buildings Design Statement for the Phase or Sub-Phase within which such Plots are situated. The Tall Buildings Design Statement shall set out: how the development parameters shown on the parameter plans listed in Condition 21 have been applied to achieve elegant, consistent and ordered proportions; how the 'Building Design Guidelines' in the Design Guidelines (Document CW04) have been interpreted and applied to the tall buildings in that Phase or Sub-Phase (providing a reasoned justification where there is variance from Document CW04); and, how the detailed design relates to, and enhances, the surrounding historical context, townscape and skyline.

Reason: To promote a sense of place, to ensure that the tall buildings are of exemplarily quality and to encourage design innovation at reserved matters stage whilst ensuring that the necessary high design quality is delivered in accordance with Policy 15 High quality design for Lewisham and Policy 18 The location and design of tall buildings of the Core Strategy (June 2011), DM Policy 30 Urban Design and Local Character in the adopted Development Management Local Plan (November 2014) and Policy 7.4 Local Character, Policy 7.6 Architecture and Policy 7.7 Location and Design of Tall and Large Buildings in the London Plan (consolidated with alterations since 2011) and to be consistent with the CABE/EH joint Guidance on Tall Buildings (July 2007).

Reconciliation Document

- 8 (i) Each Reserved Matters application that is submitted for a particular Plot or Phase or Sub-Phase shall be accompanied by a Reconciliation Document comprising a Development Table and Illustrative Plan. The Reconciliation Document shall set out the detail of: (1) what has been built to date; (2) what is proposed in the Reserved Matters application in question, (3) what has been permitted under this permission but has yet to receive Reserved Matters approval, and; (4) what has received Reserved Matters approval. In doing so it shall demonstrate how the development that is the subject of the Reserved Matters application in question is consistent with the overall proposals for the site, as established by the Development Specification CW05A (February 2014) and Parameter Plans (as approved under Condition 2).
- (ii) The Development Table element of the Reconciliation Document shall include details of the following for items (1), (2), (3) and (4) referred to in part (i) of this Condition:
 - (a) The type and quantum of non-residential use(s) (m² Gross External Area);
 - (b) The type and number of Studio, 1-bed, 2-bed, 3-bed and 4-bed dwellings and the number of habitable rooms by tenure and wheelchair accessible housing;
 - (c) The amount (m²) of private residential amenity space, communal residential amenity space (including play space), publicly accessible open space and living roofs; and
 - (d) The number of car parking, motor cycle parking and cycle parking spaces for residential dwellings, non-residential uses and visitors (including car club spaces).
- (iii) The Illustrative Plan element of the Reconciliation Document shall include a plan at 1:500 scale showing details of the following for items (1), (2) and (4) referred to in part (i) of this Condition:

- (a) The disposition of buildings on the Plots;
 - (b) The disposition of roads, footways and cycle ways; and,
 - (c) The disposition of servicing, drop off/pick up and parking areas.
- (iv) The Reconciliation Document shall include details of how the proposals the subject of the Reserved Matters application comply with the Development Specification CW05A (February 2014). It shall also confirm how the mitigation assumed in the Environmental Statement (April 2013) and Supplementary Environmental Statement (February 2014) and secured by other Conditions on this permission or planning obligations contained in the Section 106 Agreement of even date with this permission and relating to the site are to be incorporated into the detailed proposals and that the predicted environmental effects are not materially different from those that were assessed at the outline application stage.

Reason: To enable the Council to be satisfied that detailed proposals for part of the site are consistent with the outline proposals for the site as a whole, as established by the Development Specification (February 2014) and Parameter Plans and to ensure that the development on each Plot, Phase or Sub-Phase makes a positive contribution towards the delivery of the comprehensive and integrated masterplan for the site as a whole.

Housing ('Lifetime Homes' standard)

9. Each Reserved Matters application which includes residential units shall be accompanied by a report to include typical plans demonstrating that all such residential units have been designed to meet each of the 'Lifetime Homes' criteria. All residential units shall be constructed so as to achieve the 'Lifetime Homes' criteria.

Reason: To ensure that all residential accommodation is built to a standard which supports occupation by people at all stages of their lifetime in accordance with Policy 3.8 of the London Plan (consolidated with alterations since 2011) and Policy 1 of the Core Strategy June 2011).

Housing (minimum residential space standards)

10. Each Reserved Matters application which includes residential units shall be accompanied by plans demonstrating that such residential units have been designed to meet or exceed the minimum residential space standards within Table 3.3 of the London Plan (consolidated with alterations since 2011). All residential units shall be constructed so as to meet or exceed these minimum space standards.

Reason: To ensure that all residential accommodation would benefit from a good level of internal space in accordance with Policy 3.5 of the London Plan (consolidated with alterations since 2011).

Visitor infrastructure (wheelchair accessible hotel rooms)

11. Each Reserved Matters application containing a hotel component shall be accompanied by plans demonstrating that at least 10% of hotel rooms will be wheelchair accessible, or easily adaptable for wheelchair users. All hotel accommodation shall be constructed to meet or exceed this minimum 10% standard.

Reason: To ensure that a reasonable provision of hotel rooms would be available for wheelchair visitors in accordance with Policy 4.5 of the London Plan (consolidated with alterations since 2011).

Lighting

- 12.(i) At the same time as the first Reserved Matters application is submitted, a lighting strategy for external lighting across the site, including details of a dark corridor, shall be submitted to the Local Planning Authority. The development shall not commence until the said lighting strategy has been approved in writing by the Local Planning Authority.
- (ii) Within 6 months of the commencement of each Phase, Sub-Phase or Plot, a scheme for any external lighting that is to be installed within that Phase, Sub-Phase or Plot, including measures to prevent light spillage shall be submitted to and approved in writing by the Local Planning Authority, such scheme to accord with the lighting strategy approved under part (i) of this Condition. The scheme shall demonstrate that the proposed lighting is the minimum needed for security and working purposes, and that the proposals minimise pollution from glare and spillage.
- (iii) Any such external lighting as approved under part (ii) shall be installed prior to the occupation of the relevant part of the development in strict accordance with the approved drawings and such directional hoods shall be retained permanently.

Reason: In order that the Local Planning Authority may be satisfied that the lighting is installed and maintained in a manner which will minimise possible light pollution to the night sky and neighbouring properties and to comply with DM Policy 27 Lighting and DM Policy 30 Urban Design and Local Character in the adopted Development Management Local Plan (November 2014).

Heritage Statement

13. Each Reserved Matters application shall be accompanied by a Heritage Statement demonstrating how the design (including but not limited to layout, public realm, architectural treatment and materials) has been informed by heritage assets, both above and below ground.

Reason: In order to demonstrate how the heritage assets of the site have informed design proposals.

Biodiversity

- 14.(i) The development shall provide at least 18,300 m² of bio-diverse habitat either at roof or ground level ('living roofs'). Each Reserved Matters application shall be accompanied by details showing the location and design of living roofs (including sections, dimensions and materials) to fully compensate for the loss of wasteland habitat.
- (ii) The details approved under part (i) of this Condition shall be constructed with all living roofs laid out in strict accordance with the approved details and maintained thereafter.
- (iii) Living roofs shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

- (iv) Evidence that the living roofs have been installed in strict accordance with part (ii) of this Condition shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of each building where such living roofs are to be installed.

Reason: To protect and conserve the natural features and character of the area and mitigate the loss of habitat for the Black Redstart, to ensure that the development is carried out in accordance with mitigation measures identified in the Environmental Statement and to comply with Policies 5.10 Urban greening, 5.11 Green roofs and development site environs, 5.12 Flood risk management, 5.13 Sustainable Drainage and 7.19 Biodiversity and access to nature conservation in the London Plan (consolidated with alterations since 2011) and Core Strategy Policy 10 managing and reducing flood risk and Core Strategy Policy 12 Open space and environmental assets.

Energy statement

15. Each Reserved Matters application for a Phase, Sub-Phase or Plot shall be accompanied by a detailed Energy Statement (unless already approved in relation to the Phase, Sub-Phase or Plot in question) demonstrating how the Phase, Sub-Phase or Plot in question accords with the approved Sustainability Statement Addendum (January 2014) and achieves a reduction in carbon dioxide emissions of at least 25% on 2010 Building Regulations.

Reason: To ensure that development on each Phase, Sub-Phase or Plot fully contributes to CO2 emission reductions in accordance with Policy 7 Climate change and adapting to the effects, Policy 8 Sustainable design and construction and energy efficiency and Site Specific Allocation 3 Surrey Canal Triangle of the adopted Core Strategy (June 2011) and Policy 5.2 Minimising carbon dioxide emissions, Policy 5.5 decentralised energy networks, Policy 5.6 Decentralised energy in development proposals and Policy 5.7 Renewable energy in the London Plan (consolidated with alterations since 2011).

River Wall safeguarding

16. Any Reserved Matters application including layout in respect of Plots P01, P02, P03 and P04 must demonstrate, with appropriate supporting evidence, that the setback of any load-imposing structure from the river wall is sufficient to ensure the stability of the river wall.

Reason: To ensure there is sufficient access to the flood defence for essential maintenance emergency access and to maintain structural integrity of the river wall.

Tidal inlet details

17. On submission of the first Reserved Matters application for Phase 2 (as defined by Plan CON-PA-03-18A), full details, including but not limited to planting, ecological features and timing of implementation, of the tidal inlet hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.

Reason: To ensure that the Local Planning Authority may be satisfied with the details of the proposal and to improve habitat and amenity.

Cycle Hire docking stations

18. On submission of the first Reserved Matters application for Phase 1, and on submission of the first Reserved Matters application for Phase 2 or if earlier Phase 3, details of areas at the site to be safeguarded for cycle hire docking stations (comprising, unless otherwise agreed in writing by the Local Planning Authority (in consultation with Transport for London)), one cycle hire docking site within Phase 1 and one within either Phase 2 or Phase 3 shall be submitted to and approved in writing by the Local Planning Authority in writing (in consultation with Transport for London). Unless otherwise agreed in writing by the Local Planning Authority (in consultation with Transport for London) the cycle hire docking sites shall each be of a size sufficient to accommodate 30 docking points and associated signage, payment machines, lighting and CCTV and any other necessary facilities. The cycle hire docking sites as approved shall be retained for a period of 7 years from the date of their approval and no development shall take place on them during such period unless first approved in writing by the Local Planning Authority (in consultation with TfL) and subject to any necessary planning consent which may be required for any such development.

Reason: To safeguard space at the site for potential future expansion of the Cycle Hire network in accordance with policies 6.2 and 6.9 of the London Plan (consolidated with alterations since 2011).

Drainage and flood risk

19. At the same time that the first Reserved Matters application is submitted in respect of each Phase, Sub-Phase or Plot, a surface water drainage scheme for that part of the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development shall be submitted to and approved in writing by the Local Planning Authority for the Phase, Sub-Phase or Plot in question. The drainage strategy shall avoid the use of pumping and comply with London Plan (consolidated with alterations since 2011) objectives to reduce discharge to sewers or watercourses, other than the Tidal Thames where runoff would not be restricted. The drainage strategy shall implement a Sustainable Urban Drainage Systems treatment train incorporating biological treatment to improve water quality.

Reason: To prevent the increased risk of flooding, to improve and protect water quality and improve habitat and amenity.

Conditions to be discharged prior to commencement of the development

Reserved Matters / approval of details

- 20.(i) Development other than works approved under Condition 21 shall not commence in a Phase or Sub-Phase or Plot approved under Condition 22 until layouts, plans, sections, elevations and other supporting material for that Phase. Sub-Phase or Plot detailing:
- (a) Siting and layout of the buildings and other structures;
 - (b) Scale and design of the buildings (including floor areas, height and massing);
 - (c) External appearance (including samples of the materials and finishes to be used for all external surfaces and including but not limited to roofs, elevation treatment and glazing);

- (d) Measures to appropriately mitigate any potential overlooking issues (including details of proposed privacy screening);
- (e) Means of access (and details of surface treatments) for carriageways, cycleways, footways, footpaths and pedestrian access routes (identifying those which are to be publicly accessible) and routes to/from car parking and cycle storage/parking;
- (f) Hard and soft landscaping and planting, site boundary treatments of all publicly accessible open space and all private open space (including play space, private residential amenity space and communal residential amenity space); and,
- (g) Impact study of the existing water supply infrastructure (to determine the magnitude of any new additional capacity required in the system and a suitable connection point – for approval by the Local Planning Authority in consultation with Thames Water)

have been submitted to and approved in writing by the Local Planning Authority.

- (ii) The details of publicly accessible routes required to be submitted pursuant to part (i)(e) of this Condition shall include timescales for completion of such publicly accessible routes by reference to the occupation of residential units within the Phase, Sub-Phase or Plot in which they are to be provided.
- (iii) The development shall in all aspects be carried out in strict accordance with the details approved under this Condition.
- (iv) Not more than the relevant threshold of residential units as specified in the details approved pursuant to part (ii) of this Condition shall be occupied until the publicly accessible routes have been completed in strict accordance with the details approved pursuant to part (i) of this Condition.

Reason: In order that the Local Planning Authority is satisfied with the details of the proposed development in accordance with Policy 15 High quality design in Lewisham in the adopted Core Strategy (June 2011) and DM Policy 30 Urban Design and Local Character and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014).

- 21.(i) No Phase, Sub-Phase or Plot, shall commence until details of the following as they relate to such Phase, Sub-Phase or Plot have been submitted to and approved in writing by the Local Planning Authority:
 - (a) infrastructure, including roads, plant and equipment (and with respect to the Spine Road, such details shall include full details of its exact location, design, dimensions, materials, any temporary access, timescales for completion and details of Spine Road bus stops and associated passenger facilities which details shall be submitted not later than submission of the first Reserved Matters application for any of Plots P08, P12, P13, P14 or P15);
 - (b) foul and surface water drainage, including on site and off site connections / improvements;
 - (c) any jetty, dry dock or temporary wharf structure required for construction purposes including any works within the river;
 - (d) removal of trees;
 - (e) remediation; and,
 - (f) temporary site boundary treatments.

- (ii) The works referred to in this Condition shall be implemented in strict accordance with the approved details.

Reason: In order that the Local Planning Authority is satisfied with the details of the proposed development.

Phasing

- 22. Prior to commencement of the development details of the Phases shown on plan CON1-PA-03-18A, including any Sub-Phases and Plots and the programme and sequencing of development within each Phase or Sub-Phase or Plot shall be submitted to and approved in writing by the Local Planning Authority. Each Phase or Sub-Phase or Plot of the development shall be carried out and completed in strict accordance with the details as approved.

Reason: The Local Planning Authority need to be satisfied that development of the site is undertaken in a coherent and comprehensive manner, and that the development takes place within a reasonable timescale for the benefit of future occupiers and other residents of the area.

Use of the wharf

- 23. No development (including use) of the wharf as hereby permitted shall commence in Plot 21 unless and until full details of the operations on such Plot have been submitted to and approved in writing by the Local Planning Authority. The details shall include (without limitation) the cargo to be processed, and proposed noise, air quality and odour control measures. The operating systems as approved shall be installed and implemented in full compliance with the approved details prior to commencement of the use of the Plot. Thereafter the development and use of the wharf shall be in strict accordance with the approved details. For the avoidance of doubt, this Condition shall apply to both the initial and/or any subsequent development and/or use of the wharf.

Reason: In the interests of the amenities of neighbouring properties and the area generally, and to comply with DM Policy 23 Air Quality, DM Policy 26 Noise and Vibration and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014) and Paragraph 120 of the National Planning Policy Framework (2012). The development proposals for the site hereby permitted have been the subject of an Environmental Impact Assessment and any alteration to the land use which is not substantially in accordance with the Development Specification may have an impact which has not been assessed by that process.

Wharf access

- 24.(i) No development shall commence in Plot 21 until an access strategy in relation to such Plot and specifying the mode split by road and river has been submitted to and approved in writing by the Local Planning Authority.
- (ii) The use of the wharf as hereby permitted shall not commence in Plot 21 until a servicing strategy for Plot 21, which shall be in general accordance with the access strategy approved under part (i) of this Condition, has been submitted to and approved

in writing by the Local Planning Authority. The use of the wharf shall only take place in strict accordance with the approved servicing strategy.

For the avoidance of doubt, this Condition 24 shall apply (as appropriate) to both the initial and/or any subsequent development and/or use of the wharf.

Reason: In order to safeguard the amenity of adjoining residential properties and to comply with DM Policy 23 Air Quality, DM Policy 26 Noise and Vibration and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014) and Paragraph 120 of the National Planning Policy Framework (2012).

Basement and semi-basement car parking details

25. Details of the design of all basement and semi-basement car-parking areas (including normal and emergency access/egress to/from them) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works in respect of such basement or semi-basement parking areas. Such details shall include ventilation of the parking areas including the location of outlets and measures to attenuate noise and limit other airborne pollution to nearby sensitive receptors, particularly residents, to acceptable levels. All ventilation, noise attenuation and other pollution measures shall be implemented in strict accordance with the approved details prior to occupation or operation of the car park in the Phase, Sub-Phase or Plot in question.

Reason: To safeguard users and the amenities of occupiers of properties within the vicinity of the car-park area and to ensure that the necessary ventilation and attenuation is well designed in accordance with DM Policy 30 Urban Design and Local Character and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014).

Fixed plant

- 26.(i) Other than in the case of an emergency requiring the use of such plant or during testing of such plant, the rating level of the noise emitted from fixed plant on the site shall be 5 dB below the existing background level at any time. The noise levels shall be determined at the façade of any noise sensitive property. The measurements and assessments shall be made according to BS4142:1997.
- (ii) Any Phase, Sub-Phase or Plot which includes fixed plant shall not commence until details of a scheme complying with part (i) of this Condition have been submitted to and approved in writing by the Local Planning Authority.
- (iii) No Phase, Sub-Phase or Plot which includes fixed plant shall be occupied until the scheme approved pursuant to part (ii) of this Condition has been implemented in strict accordance with the details approved pursuant to part (ii) of this Condition. Thereafter the approved scheme shall be maintained in perpetuity.

Reason: To safeguard the amenities of the adjoining premises and the area generally and to comply with DM Policy 26 Noise and Vibration in the adopted Development Management Local Plan (November 2014) and Paragraph 120 of the National Planning Policy Framework (2012) and to ensure any impacts arising from the proposed

development (and any measures required to mitigate those impacts) are consistent with those identified in the Environmental Statement accompanying the application.

Attenuation of noise and vibration at the wharf Plot

- 27.(i) Development within Plot P21 or, if earlier, Plots P04, P05, P19 and/or P20 shall not commence until details of attenuation measures required to protect the proposed residential units in Plots P04, P05, P19 and/or P20 from noise and vibration from development (including use) of the wharf within Plot P21 have been submitted to and approved in writing by the Local Planning Authority.
- (ii) No residential units within Plots P04, P05, P19 and/or P20 shall be occupied until such of the attenuation measures as are to be incorporated within each such Plot have been fully implemented in strict accordance with the details approved by the Local Planning Authority pursuant to part (i) of this Condition.
- (iii) Development (including use) of the wharf shall not commence in Plot P21 until any attenuation measures outside Plots P04, P05, P19 and/or P20 have been fully implemented in strict accordance with the details approved by the Local Planning Authority pursuant to part (i) of this Condition.

Reason: To safeguard the amenities of residents and other occupiers in and around the site and to comply with DM Policy 26 Noise and Vibration and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014), and to ensure any impacts arising from the proposed development (and any measures required to mitigate those impacts) are consistent with those identified in the Environmental Statement accompanying the application.

Attenuation of external noise and vibration for residential dwellings

- 28.(i) The development shall be designed so as to provide sound insulation against external noise and vibration, to achieve levels not exceeding 30 dB LAeq (night) and 45 dB L_{Amax} (measured with F time weighting) for bedrooms, 35 dB LAeq (day) for other habitable rooms, with windows shut and other means of ventilation provided.
- (ii) External private residential amenity areas shall be designed to achieve levels not exceeding 55 dB LAeq (day) and the evaluation of human exposure to vibration within the building shall not exceed the Vibration dose values criteria 'Low probability of adverse comment' as defined BS6472.
- (iii) Development of any Phase, Sub-Phase or Plot which includes residential units or residential amenity areas shall not commence until details of a sound insulation scheme incorporating the requirements of parts (i) and (ii) of this Condition have been submitted to and approved in writing by the Local Planning Authority.
- (iv) Each Phase, Sub-Phase or Plot which includes residential units or residential amenity areas shall not be occupied until the sound insulation scheme approved pursuant to part (iii) of this Condition has been implemented in its entirety. Thereafter, the sound insulation scheme shall be maintained in perpetuity in strict accordance with the approved details.

Reason: To safeguard the amenities of the occupiers of the proposed dwellings and to comply with DM Policy 26 Noise and Vibration and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014).

- 29.(i) No development shall commence in any Phase, Sub-Phase or Plot that includes residential units which adjoin non-residential floorspace until full written details (including drawings and specifications) of the proposed works for sound insulation against airborne noise have been submitted to and approved in writing by the Local Planning Authority.
- (ii) The sound insulation measures pursuant to part (i) of this Condition shall meet $D'nT,w + Ctr$ dB of not less than 55 for walls and/or ceilings where residential floorspace adjoins non-residential floorspace, or shall be as otherwise specified in Part E (Approved Document E) of schedule 1 of the Building Regulations in force at the time of application for consent.
- (iii) Each Phase, Sub-Phase or Plot that includes residential units which adjoin non-residential floorspace shall only be occupied once the sound insulation works approved under part (i) of this Condition have been implemented in strict accordance with the approved details.
- (iv) The sound insulation measures as approved by this Condition shall be retained permanently in strict accordance with the approved details.

Reason: In the interests of residential amenity and to comply with DM Policy 26 Noise and Vibration and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014).

Residential Open Space

- 30.(i) The development shall provide at least 28,225 m² of private residential open space (excluding balconies). Each Phase, Sub-Phase or Plot that includes the provision of communal and/or private residential open space, including play space, shall not commence until details of the configuration and extent of the provision of the communal and/or private residential open space, including play space, within the Phase, Sub-Phase or Plot and timescale for delivery related to occupation of residential units within the Phase, Sub-Phase or Plot in question, have been submitted to and approved in writing by the Local Planning Authority.
- (ii) The private residential open space shall be provided in each Phase, Sub-Phase or Plot in strict accordance with the approved details and not more than the relevant threshold of residential units as specified in the approved details shall be occupied until the relevant private residential open space has been completed in strict accordance with the approved details.

Reason: In order to ensure the appropriate provision of communal and/or private residential open space and to comply with DM Policy 30 Urban Design and Local Character and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014).

Car Parking Management Strategy

31. Prior to commencement of each Phase, Sub-Phase or Plot which includes car parking a Car Parking Management Strategy shall be submitted to and approved in writing by the Local Planning Authority including the timescale for implementation and details of the measures to enforce the approved strategy. The Car Parking Management Strategy as approved pursuant to this Condition shall be implemented and complied with in full.

Reason: In order to ensure that car parking is adequately controlled, including deterring commuter parking. In addition, the development of the site is the subject of an Environmental Impact Assessment and any material alteration to the proposed uses may have an impact which has not been assessed by that process.

Details of cycle ways

32. The relevant part of the development shall not commence until full details of the proposed cycle ways which link with the existing cycle network have been submitted to and approved in writing by the Local Planning Authority. Such measures shall then be implemented in strict accordance with the approved details prior to occupation of buildings within the relevant part of the development unless otherwise agreed in writing with the Local Planning Authority.

Reason: In order to ensure that there is satisfactory linkage with the proposed and existing cycle network in accordance with the objectives of Policy 6.9 of the London Plan (consolidated with alterations since 2011).

Details of cycle parking

33. No development within any Phase, Sub-Phase or Plot which includes cycle parking shall commence until details of the provision for cycle parking (for occupiers, staff and visitors of both the non-residential and residential uses), including the numbers, type of cycle stands and stores, and their location, have been submitted to and approved in writing by the Local Planning Authority. The said details shall provide for cycle parking for residents and staff to be under cover and secure, and in convenient and safe locations for users, with cycle parking for visitors provided at accessible locations where there is good surveillance. The parking shall be provided in strict accordance with the approved details before the commencement of occupation or the operation of the relevant part of the development and shall be retained for that purpose unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure that an adequate provision is made for cycle users in accordance with the objectives of Policy 6.9 of the London Plan (consolidated with alterations since 2011).

Scheme of Archaeological Resource Management

34. Prior to the commencement of development within any Phase, Sub-Phase or Plot which includes the breaking of ground, a 'Scheme of Archaeological Resource Management' which shall be in accordance with the English Heritage briefing document 'Our Future Heritage' shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in strict accordance with the approved 'Scheme of Archaeological Resource Management'.

Reason: Important archaeological remains exist on this site. Accordingly the planning authority wishes to secure the provision of a holistic approach to the management and treatment of the archaeological resource in accordance with the guidance as set out in the NPPF.

Programme of archaeological work

35. No development (other than demolition to ground floor slab level) within any Phase, Sub-Phase or Plot which includes the breaking of ground shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted to and approved in writing by the Local Planning Authority. The development shall only take place in strict accordance with the detailed scheme as approved.

Reason: Important archaeological remains exist on this site. Accordingly the planning authority wishes to secure the provision of a holistic approach to the management and treatment of the archaeological resource in accordance with the guidance as set out in the NPPF.

Programme of archaeological recording (historic buildings)

36. No development within any Phase, Sub-Phase or Plot which includes or directly adjoins any statutory Listed Building or structure shall take place until the developer has secured the implementation of a programme of archaeological recording of the standing historic building(s), in strict accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: The historic building(s) is/are of intrinsic archaeological interest and any alteration or demolition of the historic structure(s) should be recorded before it/they are damaged or destroyed by the development hereby permitted.

Details of development below ground level

37. Notwithstanding Parameter Plan 09A (Maximum Development Basement Levels), details of the location of any parking and/or other development below existing ground level shall be submitted to and approved in writing by the Local Planning Authority before work commences on any Phase, Sub-Phase or Plot which includes any below ground development. The development shall only be carried out strictly in accordance with the approved details.

Reason: In order to safeguard the archaeological assets of the site.

Design and method statement for foundation design and ground works

38. No development on any Phase, Sub-Phase or Plot which includes buildings shall take place until a detailed design and method statement for the foundation design and all new ground works has been submitted to and approved in writing by the Local Planning Authority. The foundation design and all new ground works shall be carried out in strict accordance with the approved design and method statement.

Reason: In order to safeguard the archaeological assets of the site.

Demarcation and safeguarding of archaeological remains

39. No works (including investigations) shall take place on any Phase, Sub-Phase or Plot which includes or directly adjoins the Scheduled Ancient Monument and the remains of Sayes Court until fencing or other form of demarcation is erected to protect the scheduled ancient monument and the remains of Sayes Court during the development. The detail of such fencing or other form of demarcation shall first be agreed in writing by the Local Planning Authority. No works shall take place inside those protected areas without the prior written agreement of the Local Planning Authority.

Reason: In order to protect stated remains from damage during geotechnical survey, installation of tower cranes, construction and other related work.

Structural survey and protection measures for Olympia Warehouse

40. Prior to the commencement of works within Plots P02, P03, P06, P08, P16 and P18:
- (i) a structural survey of the Olympia Warehouse shall be submitted to and approved in writing by the Local Planning Authority; and,
 - (ii) full details of measures to protect the Olympia Warehouse from construction impacts shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved measures.

Reason: In order to ensure that the structural integrity of the Olympia Warehouse would be appropriately protected from construction activities in the vicinity.

Ecological Management Strategy

41. No development shall commence within a Phase, Sub-Phase or Plot until details of a site wide Ecological Management Strategy (including, without limitation, long term objectives, management responsibilities and maintenance schedules, and measures for each Phase or Sub-Phase or Plot) has been submitted to and approved in writing by the Local Planning Authority. All ecological measures shall be implemented in strict accordance with the approved Ecological Management Strategy, and not later than the commencement of any subsequent Phase or Sub-Phase or Plot and in the case of the final Phase or Sub-Phase or Plot within 12 months of its completion.

Reason: In order to establish an ecological strategy for the area and ensure any impacts (including beneficial impacts) arising from the proposed development are consistent with those identified in the Environmental Statement accompanying the application.

Public open space and landscaping

- 42.(i) The development shall include at least 33,797 m² of publicly accessible open space. Prior to commencement of each Phase, Sub-Phase or Plot which includes public accessible open space a scheme for the landscape works and treatment of that Phase, Sub-Phase or Plot (including both public and private areas of open space) shall be submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include:

- (a) the position and spread of all existing trees to be retained and/or removed;
 - (b) new tree and shrub planting including species, plant sizes and planting densities;
 - (c) means of planting, staking and tying of trees, including tree guards;
 - (d) areas of hard landscape works including paving and details, including samples, of proposed materials;
 - (e) details of the treatment of the external boundary of the site;
 - (f) details of how the proposed landscaping scheme will contribute to wildlife habitat;
 - (g) details of water features as relevant;
 - (h) details of any signage (including 'Legible London' or similar way-finding signage);
 - (i) timescales for implementation by reference to occupation of residential units; and,
 - (j) details of future maintenance.
- (ii) The landscaping scheme shall be implemented in strict accordance with the approved details including the timescales approved under part (i)(j) of this Condition.
- (iii) Not more than the relevant threshold of residential units as specified in the approved details shall be occupied until the relevant publicly accessible area or areas of open space have been completed in strict accordance with the approved details.
- (iv) All landscaping shall be maintained thereafter in strict accordance with the maintenance details approved pursuant to part (i)(j) of this Condition.

Reason: To ensure a satisfactory development that enhances the visual amenity of the locality and to comply with DM Policy 25 Landscaping and Trees, DM Policy 30 Urban Design and Local Character and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014).

Tree protection

43. Any development or demolition within any Phase, Plot or Sub-Plot which includes existing trees shall not commence unless and until adequate steps have been taken in strict accordance with Section 8 of BS 5837 Trees to safeguard all trees on the site against damage prior to or during building works, including the erection of fencing. All fences shall be erected to the extent of the crown spread of the trees, or where circumstances prevent this, to a minimum radius of 2 metres from the trunk of the tree and such protection shall be retained until the development has been completed. No excavations, site works, trenches or channels shall be cut, or pipes or services laid in such a way as to cause damage to the root structure of the trees.

Reason: To ensure that the existing trees are not damaged during the period of construction and to comply with DM Policy 25 Landscaping and Trees, DM Policy 30 Urban Design and Local Character and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014).

Construction management

- 44.(i) The development shall not commence until a site-wide Code of Construction Practice has been submitted to and approved in writing by the Local Planning Authority. The site-wide Code of Construction Practice is intended to establish the overarching principles of best construction practice, and shall be based on the Framework Code of Construction Practice, 14 February 2014 (Appendix C of Environmental Statement Addendum Report).
- (ii) No Phase, Sub-Phase or Plot shall commence until a Code of Construction Practice specific to that Phase, Sub-Phase or Plot, and in strict accordance with the site-wide Code of Construction Practice, has been submitted to and approved in writing by the Local Planning Authority (in consultation with London City Airport in respect of Plots P02, P06 and P14). Where such details are not already contained within the site-wide Code of Construction Practice, the Code of Construction Practice shall include (but not be limited to:
- (a) General Principles (Implementation, Considerate Constructors Scheme, Public Information and Liaison);
 - (b) General Site Management (Site Layout and Housekeeping, Working Hours, Traffic Management and Site Access, Onsite management of Materials, Training and competence, Monitoring);
 - (c) Site preparation & Construction Activities (Construction, Demolition, Excavation Waste, Site Preparation and Construction Activities, Contamination and Ground Conditions, Groundwater and surface water protection, Protection (including impact mitigation and monitoring) of Trees, Birds and Bats and Marine Invertebrates;
 - (d) Construction Operation Plan;
 - (e) piling method statement (including a programme for associated works and measures to prevent potential damage to subsurface water infrastructure for Local Authority approval in consultation with Thames Water);
 - (f) construction methodology for tall buildings (having regard to airport safeguarding surfaces and relevant safety limits); and,
 - (g) arrangements for the use of the river for construction related logistics (e.g. transportation of construction materials and equipment onto the site and removal of waste materials and equipment off the site).
- (iii) All demolition and construction work shall be undertaken in strict accordance with the approved Code of Construction Practice.

Reason: In order that the Local Planning Authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply with Core Strategy Policy 14 Sustainable Movement And Transport in the adopted Core Strategy (June 2012), DM Policy 23 Air Quality, DM Policy 26 Noise and Vibration, DM Policy 28 Contaminated Land in the adopted Development Management Local Plan (November 2014) and Paragraph 120 of the National Planning Policy Framework (2012).

Contaminated land

- 45.(i) No development within any Phase, Sub-Phase or Plot which includes the breaking of ground (including demolition of existing buildings and structures below ground floor slab level) shall commence until each of the following have been complied with:
- (a) A desk top study and site assessment to survey and characterise the nature and extent of contamination within the Phase, Sub-Phase or Plot in question and its effect (whether within the relevant Phase, Sub-Phase or Plot or land within the site as a whole or off-site) and a conceptual model have been submitted to and approved in writing by the Local Planning Authority;
 - (b) A site investigation report to characterise and risk assess the Phase, Sub-Phase or Plot in question which shall include the gas, hydrological and contamination status, specifying rationale; and recommendations for treatment for contamination encountered (whether by remedial works or not) has been submitted to and approved in writing by the Local Planning Authority; and,
 - (c) The required remediation scheme (including, as appropriate, measures within the relevant Phase, Sub-Phase or Plot, land within the site as a whole or off-site) has been implemented in full.
- (ii) If during any works on the site, contamination is encountered which has not previously been identified (“the new contamination”) the Local Planning Authority shall be notified immediately and the terms of part (i) of this Condition , shall apply to the new contamination. No further works shall take place on that part of the site or adjacent areas affected, until the requirements of paragraph (a) of part (i) of this Condition have been complied with in relation to the new contamination.
- (iii) Each Phase, Sub-Phase or Plot shall not be occupied until a closure report for that Phase, Sub-Phase or Plot has been submitted to and approved in writing by the Local Planning Authority. This shall include verification of all measures, or treatments as required in parts (i) and (ii) of this Condition and relevant correspondence (including other regulating authorities and stakeholders involved with the remediation works) to verify compliance requirements, necessary for the remediation of the site have been implemented in full.
- (iv) The closure report required by part (iii) of this Condition shall include verification details of both the remediation and post-remediation sampling/works, carried out (including waste materials removed from the site); and before placement of any soil/materials is undertaken on site, all imported or reused soil material must conform to current soil quality requirements as agreed by the authority. Inherent to the above, is the provision of any required documentation, certification and monitoring, to facilitate the requirements of this Condition.

Reason: To ensure that the Local Planning Authority may be satisfied that potential site contamination is identified and remedied in view of the historical use(s) of the site, which may have included industrial processes and to comply with DM Policy 28 Contaminated Land in the adopted Development Management Local Plan (November 2014).

Handling or storage of any hazardous substances

46. The development shall not commence unless and until details of the use, handling or storage of any hazardous substances included in the Schedule to the Planning (Hazardous Substances) Regulations 1992 have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out, occupied and used in accordance with the approved details.

Reason: To prevent pollution of the environment, and particularly the water environment.

Surface water control measures

47. The development shall not commence until details of surface water source control measures for the relevant part of the site have been submitted to and approved in writing by the Local Planning Authority. The surface water control measures shall be implemented in strict accordance with approved details.

Reason: To prevent pollution of the water environment and increased risk of flooding.

Sustainability and energy efficiency (BREEAM standards)

- 48.(i) Any non-residential unit over 1,000 m² (Gross External Area) hereby approved shall achieve a minimum BREEAM 2011 Rating of 'Very Good' and any non-residential unit under 1,000 m² hereby approved shall achieve a minimum BREEAM 2011 Rating of 'Good'.
- (ii) Development of any non-residential units over 1,000 m² (Gross External Area) shall not commence until a Design Stage Certificate (prepared by a Building Research Establishment qualified Assessor) has been submitted to and approved in writing by the Local Planning Authority to demonstrate full compliance with part (i) of this Condition.
- (iii) Within 3 months of first occupation of any non-residential unit over 300 m² (Gross External Area) evidence shall be submitted in the form of a Post Construction Certificate (prepared by a Building Research Establishment qualified Assessor) to demonstrate full compliance with part (i) of this Condition for that specific building.

Reason: To comply with Policies 5.1 Climate change and mitigation, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.7 Renewable energy, 5.15 Water use and supplies in the London Plan (consolidated with alterations since 2011) and Core Strategy Policy 7 Climate change and adapting to the effects, Core Strategy Policy 8 Sustainable design and construction and energy efficiency (2011).

Sustainability and energy efficiency (Code for Sustainable Homes standard)

- 49.(i) All residential units shall achieve a minimum Code for Sustainable Homes Rating Level 4 or equivalent national standard in force at the time of the approval of the Reserved Matters application in respect of such residential units.
- (ii) No development within any Phase, Sub-Phase or Plot which includes residential units shall commence until a Design Stage Certificate for each residential unit (prepared by a

Code for Sustainable Homes qualified Assessor) has been submitted to and approved in writing by the Local Planning Authority to demonstrate compliance with part (i) of this Condition.

- (iii) Within 3 months of first occupation of any residential units, evidence shall be submitted in the form of a Post Construction Certificate (prepared by a Code for Sustainable Homes qualified Assessor) to demonstrate full compliance with part (i) of this Condition for that specific unit.

Reason: To comply with Policies 5.1 Climate change and mitigation, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.7 Renewable energy, 5.15 Water use and supplies in the London Plan (consolidated with alterations since 2011) and Core Strategy Policy 7 Climate change and adapting to the effects, Core Strategy Policy 8 Sustainable design and construction and energy efficiency (2011).

Electric vehicle charging points

- 50.(i) Details of the number and location of electric vehicle charging points to be provided within each Phase, Sub-Phase or Plot and a programme for their installation and maintenance shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development within any Phase, Sub-Phase or Plot which includes car parking spaces.
- (ii) The electric vehicle charging points as approved shall be installed prior to occupation of the relevant Phase, Sub-Phase or Plot and shall thereafter be retained and maintained in strict accordance with the details approved under part (i) of this Condition.

Reason: To reduce pollution emissions in an Area Quality Management Area in accordance with Policy 7.14 Improving air quality in the London Plan (consolidated with alterations since 2011).

River modelling

- 51. Prior to the commencement of any works of construction of the proposed jetty/pier structures encompassed by the development in the River Thames, hydrodynamic modelling and analysis of scour and silt deposition shall be carried out to assess the impact of such jetty/pier structures. The results of this modelling shall be used to inform the detailed design of any structures in the River Thames. No works shall be carried out in the River Thames until the results of the modelling and detailed design of all river structures has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the stability of the river wall and prevent damage to the foreshore.

Tidal flood defence

- 52. No development on the relevant part of the development shall commence until a detailed scheme for future permanent raising of the tidal flood defence at the site to a height of 5.7m AOD has been submitted to and approved in writing by the Local Planning Authority. The proposal shall demonstrate that the defence and associated groundwork would not conflict with existing or proposed infrastructure and shall:

- (i) include an assessment of hydrostatic and hydrodynamic loading;
- (ii) demonstrate that access requirements could be met without the use of gates or other openings in the defence; and,
- (iii) Provide a method statement demonstrating how future raising to the 2100 level of 6.2 m A.O.D. could be achieved.

Reason: To ensure that future raising of flood defences can be carried out without avoidable costs or disturbance.

Cycle Hire docking stations

53. Prior to commencement of any works to provide a Cycle Hire docking station, details of such cycle docking station, including plans, shall be submitted to and approved in writing by the Local Planning Authority. All Cycle Hire docking stations shall be provided in strict accordance with the approved details and plans. Such details and plans shall include:

- (i) Siting, design and layout of the Cycle Hire docking station, including the number and type of docking points, signage, payment machines and readers and any necessary additional lighting and CCTV;
- (ii) External appearance including samples of the materials and finishes to be used for all external surfaces; and,
- (iii) Means of access to and from the Cycle Hire docking station by pedestrians and cyclists and by operational vehicles, including all surface treatments.

Reason: To support potential future expansion of the Cycle Hire network at the site in accordance with policies 6.2 and 6.9 of the London Plan (consolidated with alterations since 2011).

Jetty structural assessment and remediation where necessary

54. The use of Plot 22 (the Jetty) for construction logistics and/or as a park and to provide access for the riverbus pier as hereby permitted shall not commence until:

- (i) a structural survey of the Jetty has been submitted to and approved in writing by the Local Planning Authority; and,
- (ii) any remedial works necessary for the intended uses of the Jetty have been carried out in strict accordance with the recommendations of the approved structural survey.

Reason: To ensure that the jetty is suitably robust to support construction logistics, and subsequent delivery of the Jetty, park and riverbus pier in line with policies 6.4, 6.14, 7.18 and 7.25 of the London Plan (consolidated with alterations since 2011).

Conditions to be discharged prior to occupation

Delivery of public and private highway

55. No building shall be occupied until the (public or private) highway(s) including the carriageway, footway and/or cycle way serving that building have been completed in

strict accordance with details which have first been submitted to and approved in writing by the Local Planning Authority and are open for use.

Reason: To ensure safe, efficient and sustainable means of access to the development in accordance with Policy 14 Sustainable transport and movement of the adopted Core Strategy (June 2011).

Conditions where no submissions are necessary

Land uses

56.(i) The Gross External Area for the development shall not exceed 419,100 m².

(ii) The Gross External Area of each use permitted under this permission shall not exceed:

- (a) Residential (Class C3) – 321,000 m²
- (b) Employment (Class B1) – 15,500 m²
- (c) Employment wharf (Sui Generis/B2) – 32,200 m²
- (d) Retail (Class A1/A2) – 5,810 m²
- (e) Restaurant/Bar (Class A3/A4/A5) – 4,520 m²
- (f) Non-residential Institutions (Class D1) & Assembly and Leisure (Class D2) – 13,000 m²
- (g) Hotel (Class C1) - 27,070 m²

(iii) The total number of residential units within the development shall not exceed 3,500 units.

Reason: The development of the site has been the subject of an Environmental Impact Assessment which has been taken into account by the Local Planning Authority in determining the application and any alteration to the land use which is not substantially in accordance with the Development Specification document, may have an impact which has not been assessed by that process.

Maximum and minimum floorspace

57.(i) The maximum floorspace and mix of uses within each Plot shall not exceed the quantum specified within the Development Plots Floorspace Schedule within Appendix 3 of the document CW05A Development Specification submitted with the application and approved under Condition 2.

(ii) Plots P02, P06, P08, P12, P13, P16 and P18 shall each contain at least one permitted non-residential use. The total of such non-residential uses across all these Plots shall be not less than 50% of the aggregate maximum permitted non-residential floorspace (excluding hotel use class C1) specified across these Plots by the Development Plots Floorspace Schedule within Appendix 3 of the said approved document CW05A Development Specification.

(iii) Any one or more of Plots P04, P05, P06 and P19 shall collectively contain at least 50% of the maximum Use Class B1 floorspace specified across these Plots by the Development Plots Floorspace Schedule within Appendix 3 of the said approved document CW05A Development Specification.

Reason: To ensure an appropriate mix of uses on the site in compliance with Core Strategy Strategic Site Allocation 2. The development hereby permitted has been the subject of an Environmental Impact Assessment and any alteration to the uses which is not substantially in accordance with the Development Specification document may have an impact which has not been assessed by that process.

Operational use of the wharf

58. When the wharf is in operational use, deliveries to/collections from Plot 21 by road vehicles shall not take place other than between the hours of 8.00am and 7.00pm Mondays to Saturdays and not on Sundays or Public Holidays.

Reason: In order to safeguard the amenity of adjoining residential properties and to comply with DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014) and Paragraph 120 of the National Planning Policy Framework (2012).

Wharf related heavy goods vehicle movements

59. The total volume of material received by road by the wharf (Plot 21) shall not exceed the equivalent of 121 heavy goods vehicle movements in any 24-hour period.

Reason: The development proposals for the site hereby permitted have been the subject of an Environmental Impact Assessment. Any alteration to the uses which is not substantially in accordance with the Development Specification document may have an impact which has not been considered as part of the Environmental Impact Assessment.

Retail

- 60.(i) The amount of floorspace (Gross External Area) for each Class A use shall not exceed the following floorspace limits:

- (a) Class A1/A2 retail – 5,810 m²
- (b) Class A1 convenience goods retail – 1,200 m² (with no unit greater than 300 m² other than a Class A1 food store which shall be no greater than 800 m²)
- (c) Class A3 and A4 – 4,520 m²

- (ii) For a period of 5 years following the grant of this permission, the amount of Class A1 comparison goods retail shall not exceed 1,200 m² (Gross External Area) and the amount of Class A3 and A4 shall not exceed 3,200 m² (Gross External Area).

Reason: The development of the site has been the subject of an Retail Impact Assessment which has been taken into account by the Local Planning Authority in determining the application, and in order to ensure that the vitality and viability of existing town centres are maintained and to comply with DM Policy 13 in the adopted Development Management Local Plan (November 2014) Location of main Town Centre Uses.

Non-residential Institutions

61. Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking, re-enacting or modifying that Order), the Class D1

space hereby permitted shall be used only as a school, art gallery, museum, library or non-residential education and training centre and health centre and for no other purpose within Class D1.

Reason: To ensure that the proposal is carried out in accordance with the approved Development Specification and Plans.

Hours of use

62. Unless expressly approved in writing by the Local Planning Authority no leisure, cultural/community, retail, restaurants, employment or office space shall be open for customer business between the hours of 12.00am and 6.00am on Mondays to Saturdays and before 6.00am or after 10.30pm on Sundays or Public Holidays.

Reason: To ensure that the proposed development does not prejudice the enjoyment of their properties by neighbouring occupiers and to comply with DM Policy 17 Restaurants and Cafés (A3 uses) and Drinking Establishments (A4 uses), DM Policy 18 Hot Food Take-Away Shops (A5 uses), DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014) and Paragraph 120 of the National Planning Policy Framework (2012).

63. The development shall provide a maximum of 1,540 residential and 300 non-residential car parking spaces. Unless otherwise agreed by the Local Planning Authority in writing at the time of approving Reserved Matters for any Phase or Sub-Phase, car parking provision for residential units within each Phase or Sub-Phase shall not exceed 0.65 spaces per unit and the car parking for the residential units within the development as a whole shall not exceed 0.44 spaces per unit.

Reason: The development of the site is the subject of an Environmental Impact Assessment and any material alteration to the proposed uses may have an impact that has not been assessed by that process.

Archaeological works

64. The archaeological works required by Condition 35 shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

Reason: In order to safeguard the archaeological assets of the site in accordance with Policy 16 Conservation areas, heritage assets and the historic environment of the Core Strategy (June 2011) and Policy 7.8 of the London Plan (consolidated with alterations since 2011).

Maintenance of planted material

65. Any planted material (including trees) which dies, is removed or becomes seriously diseased within a period of 5 years from the date it is planted shall be replaced, such replacement planting to be completed in the next planting season after the planted material in question dies, is removed or becomes diseased. Thereafter, the replacement planting shall be maintained in strict accordance with the maintenance details approved pursuant to part (i)(j) of Condition 42.

Reason: To ensure a satisfactory appearance and setting for the proposed development and to ensure that it enhances the visual amenity of the area and to comply with DM Policy 25 Landscaping and Trees, DM Policy 30 Urban Design and Local Character and DM Policy 32 Housing Design, Layout and Space Standards in the adopted Development Management Local Plan (November 2014).

Hydrology and water resources

66. The development hereby permitted shall be carried out in strict accordance with the approved Flood Risk Assessment (FRA) Technical Appendix CW02 2B-17, prepared by Buro Happold and dated April 2013. The proposed measures set out in section 8 of the Flood Risk Assessment (April 2013) submitted with the application to which this permission relates shall insofar as it relates to each Phase, Sub-Phase or Plot be implemented in full prior to commencement of each Phase, Sub-Phase or Plot.

Reason: In order to ensure that appropriate flood attenuation measures are implemented in full and to safeguard occupiers of the site and surrounding areas and to reduce the risk of flooding to the proposed development and future occupants.

Set-back in building massing at Plot P01

67. Notwithstanding the approved plan CON1-PA-03-010A, development at the southeast edge of plot P01 shall include a set-back in building massing above three-storeys, as illustrated by figure 2.1.4 within approved document CW03A Design and Access Statement Addendum.

Reason: To provide a three-storey shoulder height at the interface between plot P01 and the Master Shipwrights House and Dockyard Office (Grade II*), supporting the enhancement to the setting of the Grade II* Listed Building in accordance with Policy 7.8 of the London Plan (consolidated with alterations since 2011) and Core Strategy Policy 15 High Quality Design For Lewisham in the adopted Core Strategy (June 2012).

Definitions within this decision notice

68. Where in this decision notice the following defined terms are used, they shall have the following respective meanings:
- (i) "Comparison" means retailing for items such as clothes, music, household and leisure goods which are not bought on a regular basis.
 - (ii) "Convenience" means retailing for everyday, essential items like food, drink, newspapers and confectionary.
 - (iii) "Gross External Area" means as defined in the RICS Code of Measuring Practice 6th Edition or any subsequent guidance which replaces it.
 - (iv) "Phase" means a phase of the development as identified by approved plan Con-PA-03-18A.
 - (v) "Plot" means a masterplan development plot, and the jetty (labelled P22), as shown on the approved Phasing Plan CON1-PA-03-018A.
 - (v) "Site" means the area of land within the red line boundary on approved plan CON1-PA-03-001.
 - (vi) "Sub-Phase" means part of a Phase of construction as approved by Condition 22 which may include development within and outside a Phase hereby approved in plan Con-PA-03-18A.

(vii) "Thames Path" means the Thames Path National Trail.

(viii) "Use Classes" or "Class" is a reference to a use class as specified in the Schedule Town and Country and Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any statutory instrument amending or revoking and re-enacting that Order.

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

Informatives:

For the avoidance of doubt, for the purposes of the Conditions set out above:

1. 'development' does not include demolition works above ground floor slab level unless specifically stated.
2. 'the relevant part of the development' relates to the masterplan development Plots, or part thereof, identified on approved plan CON1-PA-03-006A.
3. This permission does not convey any approval for works to Listed Buildings at the Site (including the Olympia Warehouse, Listed gate posts and Listed river wall) for which a separate Listed Building and planning application must be submitted to and approved by the Local Planning Authority before any work commences on that part of the site. In addition, this permission does not convey any approval for works affecting the Scheduled Ancient Monument on the site for which a separate application for Scheduled Ancient Monument Consent must be submitted and approved before any work commences on that part of the site.
4. The Local Planning Authority wishes to ensure that archaeological remains are preserved in situ in accordance with the Scheme of Archaeological Resource Management. The detailed proposals should include appropriate drawings, notes and method statements showing how the objectives of in situ preservation will be achieved. Particular attention should be paid to the design of foundations and new ground works including any piling, underpinning, new slab levels, slab construction, lift shafts or new service trenches. You are advised to contact the relevant Planning Department case officer and English Heritage's Archaeological Adviser on 017 1973 3737 to discuss the submission of details required to discharge this Condition. You are also advised to contact the Divisional director (Building Control) to ensure that all Building Control regulations are met.
5. This permission does not convey any approval for reconfiguration of the safeguarded wharf for which approval is required by the Secretary of State under Town and Country Planning Act 1990 and the General Development Procedure Order 1995.
6. The applicant is advised to consult with the Council's Environmental Protection Team on 020 8314 2170 regarding measures to control construction impacts (Condition 44).
7. Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed works or structures either affecting or within 16 metres of the tidal flood defence structure. Contact Michael Wilkinson on 017 3222 3188 for further details.
8. The land contamination Condition requirements apply to both whole site and phased developments. Where development is phased, no unit within a Phase or Sub-Phase shall

be occupied until (a), (b) and (c) of the Condition have been satisfied for that Phase or Sub-Phase. Applicants are advised to read 'Contaminated Land Guide for Developers' (London Borough's Publication 2003), on the Lewisham web page, before complying with the above Condition. All of the above must be conducted in accordance with DEFRA and the Environment Agency's (EA) - Model Procedures for the Management of Land Contamination.

9. Applicants should also be aware of their responsibilities under Part IIA of the Environmental Protection Act 1990 to ensure that human health, controlled waters and ecological systems are protected from significant harm arising from contaminated land. Guidance therefore relating to their activities on site, should be obtained primarily by reference to DEFRA and EA publications.
10. In the event that any structures (including craneage or scaffolding) would exceed a maximum planned height of 158.95 metres A.O.D., separate consultation must be undertaken with London City Airport.
11. Any changes to the height or exact location of the development must be re-submitted to London City Airport for re-assessment given the proximity to the airfield.
12. Discussions should be had with the Metropolitan Police Secured by Design Team to ensure that the design of all reserved matters are informed by Secured by Design principles.
13. The applicant is advised to contact Thames Water Developer Services on 084 5850 2777 to discuss the details of the piling method statement secured under Condition 44.
14. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of ground water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 084 5850 2777.
15. With respect to the details required under Condition 21(i)(b), Thames Water will require details of the points of connection to the public sewerage system as well as the anticipated flow (including flow calculation method) into any proposed connection point. This data can then be used to determine the impact of the proposed development on the existing sewer system. The developer should also indicate what the overall reduction in surface water flows is, i.e. existing surface water discharges (pre-development) in to the public sewers for storm periods 1 in 10, 30, 100 etc... versus the new proposed volumes to be discharged for the whole development. If the drainage strategy is not acceptable Thames Water will request that an impact study be undertaken.
16. Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed works or structures either affecting or within 16 metres of the tidal flood defence structure. Contact Michael Wilkinson on 017 3222 3188 for further details.

17. The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre commencement Conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Local Planning Authority, before any such works of demolition take place permitted under this permission.
18. You are advised that the application granted is subject to the Mayoral Community Infrastructure Levy ('the CIL'). More information on the CIL is available at: - <http://www.communities.gov.uk/publications/planningandbuilding/communityinfrastructurelevymay11> (Department of Communities and Local Government) and <http://www.legislation.gov.uk/ukdsi/2010/9780111492390/contents>.
19. As you are aware the approved development is liable to pay the Community Infrastructure Levy (CIL) which will be payable on commencement of the development. The Council will issue you with a CIL liability notice detailing the CIL payable shortly. For CIL purposes, planning permission permits development as at the date of this notice. However, before development commences you must submit a CIL Commencement Notice to the council. More information on the CIL is available at: - <http://www.communities.gov.uk/publications/planningandbuilding/communityinfrastructurelevymay11> (Department of Communities and Local Government) and <http://www.legislation.gov.uk/ukdsi/2010/9780111492390/contents>.
20. You are advised that all construction work should be undertaken in accordance with the 'London Borough of Lewisham Code of Practice for Control of Pollution and Noise from Demolition and Construction Sites' available on the Lewisham web page.
21. In preparing the scheme of dust minimisation, reference shall be made to the London Councils Best Practice Guide: The Control of Dust and Emissions from Construction and Demolition. All mitigation measures listed in the Guide appropriate to the size, scale and nature of the development will need to be included in the dust minimisation scheme.
22. The applicant is advised that the implementation of the proposal will require approval by the Council of a street naming and numbering application. Application forms are available on the Council's website.
23. Assessment of the sound insulation scheme should be carried out by a suitably qualified acoustic consultant.
24. The weighted standardised level difference ($D'nT,W + Ctr$) is quoted according to the relevant part of the BS EN ISO 717 series. To guarantee achieving this level of sound insulation, the applicant is advised to employ a reputable noise consultant details of which can be found on the Association of Noise Consultants website.
25. The applicant be advised that the details to be submitted pursuant to this permission should have regard to the principles of energy and natural resource efficiency through their design, orientation, density and location, in compliance with Policy 8 Sustainable design and construction and energy efficiency of the adopted Core Strategy (June 2011).

Statement of positive and proactive action in dealing with the application

In dealing with this application, the Mayor of London, as the local planning authority, has engaged with the applicant to identify minor amendments necessary to ensure that the proposed development would be acceptable. These amendments were duly submitted by the applicant, and having considered the application against all relevant national, regional and local planning policy, the Mayor has decided to grant planning permission in accordance with the recommendation within GLA Representation Hearing report D&P/0051c/03.

The Mayor has, therefore, worked in a positive and proactive manner in relation to dealing with this planning application in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2012 and paragraphs 186 and 187 of the National Planning Policy Framework. The proposal is considered to be a sustainable form of development and so complies with the provisions of the National Planning Policy Framework.

Signed

A handwritten signature in black ink, appearing to read 'S. G. Murray', with a stylized flourish at the end.

Stewart Murray

Assistant Director – Planning

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**Convoys Wharf Local Meeting
Evelyn Community Centre - 30th July**

Chair – Councillor Silvana Kelleher

Lewisham Planning attendees – David Robinson (Principal Planning Officer)
Michael Forrester (Major and Strategic Projects Team Leader)
Viv Evans (Head of Programmes: Complex Projects)

Applicant’s attendees – Simon Zargar (Planning Consultant, DP9)
Barnaby Collins (Planning Consultant, DP9)
Mark Howard (Hutchison Property Group)
Christopher Lee (Hutchison Property Group)
Tomek Marchewka (Hutchison Property Group)
Mike Stowell (Farrells, Masterplan and P08 architects)
David Henderson (Glenn Howells Architects, P15)
Ian Crockford (Marks Barfield Architects, P22)
Paul Winton (Gillespies Landscape Architects)
David Ravenscroft (Andy Sturgeon Design)

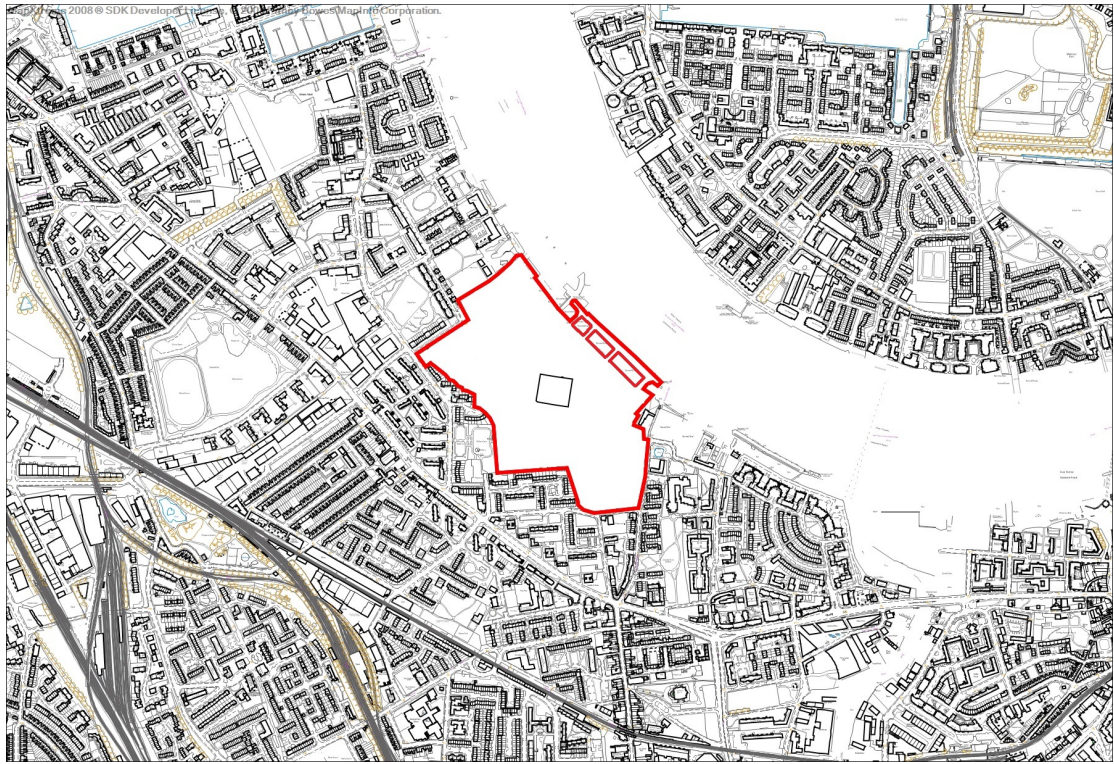
Public Attendance – Approximately 30 residents, Councillor Caroline Kalu

Speaker	Comment
David Robinson	Brief introduction to the scheme and reason for local meeting.
Resident	Design has been condemned by other architects. The design would provide no privacy and there are concerns over traffic.
Mike Stowell	Presentation of masterplan and proposals for P08, P15 and P22.
Resident	The proposals have no recognition of the history of the site. When will this be recognised?
Resident	Convoys is not an appropriate name. How are climate change and sustainable drainage being addressed? You will not be able to see the river with the proposed design. The development does not adequately address the area’s heritage. The jetty park is just being used as a marketing suite. These buildings and gardens could be anywhere. They do not take into account into the social and architectural history. The developers need to go back and ask themselves what they want to do with this site and what the legacy should be.
Resident	The jetty is designed as a traditional English garden, this could be so much more exciting. Designing within the outline parameters is not good enough.
Resident	There isn’t adequate play space provided on site – there will be a reliance on existing play spaces outside of the site. Most play spaces seem to be private. There are 25 play spaces in a 1 mile radius and only two are inaccessible. The play spaces appear token for passing through instead of genuine play. I.e. the rocks rather than genuine play. The masterplan needs to be revisited. P08 and P15 need to be open for public access.
Resident	P08 is fundamentally in the wrong place, blocking access and the view.
Resident	The corner of P08 is not good enough. Simple treatment is not good enough. The fabric does not suggest any history - no engagement of artists nor any recognition of heritage or value. Except the three colours of the brick on Watergate Street.

Resident	Materials are all very standard, there is no innovation. The brickwork on P15 is plain and shows no recognition of the history. The balconies seem to be outside of the development parameters.
Resident	There hasn't been adequate consultation on Dacca Street or with Greenwich residents. The community didn't have an opportunity to be consulted on the final scheme.
Paul Winton	Explained that the play spaces will give back to the community and the masterplan concept for play space provision.
Resident	Will the spaces be open to children below the poverty line?
Paul Winton	The public play spaces on site will be open and available to everyone.
Resident	The jetty park should be open and available to all. Where will there be swings and slides.
Paul Winton	There will be a dedicated play area with actual play equipment as well as opportunities for informal and creative play.
Resident	The architects should provide an image of what the playground will look like.
Resident	We have concerns over air quality and the impact from construction traffic.
Mark Howard	There isn't an intention to use Watergate Street as a main access for construction traffic although there may be some general traffic.
Resident	Even though there are other openings you are proposing to knock down a listed wall.
Mark Howard	The outline consent includes an access through the wall.
Resident	No one in Greenwich has been invited to any consultation. There will be an unacceptable impact on Twinkle Park. Traffic on Watergate Street will be dangerous and traffic calming methods are required. Construction vehicles on Paynes and Borthwick have already caused damage to the Highway.
Councillor Kelleher	I will make contact with West Greenwich Councillors.
Resident	Who did you consult on applications, no one on Watergate Street or West Greenwich were consulted.
Councillor Kelleher	There must be improvements in the applicant's consultation
Resident	The scale of buildings proposed are not appropriate for this area of London and do not reflect the area's heritage. What height is the lowest building?
Resident	Who owns the land and where do they reside?
Mark Howard	Convoys Property Limited and they reside in Hong Kong
Resident	There should be more wildlife brought into the area.
Resident	We should be able to see samples of all materials proposed as required by the S106 and planning conditions.
Resident	How many parking spaces are there per unit and how many of these will be allocated to social housing?
Mark Howard	In P15 there will be 12 disabled spaces. In total there is 1580 parking spaces but there is a restriction on Parking. In P08 there will be 181 parking spaces.
Resident	There is already an issue on Pepys Estate with a lack of parking. Cannon Wharf has already caused an issue. Social housing should have proximity to disabled parking spaces.
Mark Howard	There will be a disabled parking space for each disabled unit in P15.
Resident	This development doesn't seem right for Deptford. Where are the opportunities for the youth, where are the employment opportunities?
Mark Howard	There will be a local labour policy.
Resident	With regard to climate change, what is being done to take into account impact for new residents - and mitigate the mass in the wider area?

Mark Howard	The intention is that the development will connect with SELCHP. This is a requirement of the Section 106.
Resident	We wanted SELCHP to go to the Sir Francis Drake School and it wasn't possible here so why would it be possible at Convoys Wharf?
Resident	Lewisham have announced recently that they will not accept poor doors. The tenures are split and segregated.
Mark Howard	The intention is to provide safe and secure housing for all tenures
Resident	When permission was granted was the scheme financially viable?
Resident	There has been issues in the past where developers sit on commercial units and then ask for permission to change the use to residential units. How do the community ensure that employment space is retained?
Viv Evans	All the conditions and legal agreements are secured. The developer is allowed to vary these but all would require permission.
Resident	The community would be excluded from all new commercial units.
Resident	The consultation across the last 5 years has not been good enough. It has been consistently poor and people haven't been given proper information.
Resident	The applicant team has been smirking throughout. These are the attitudes that rile us.
Viv Evans	One of the projects I will be dealing with so you'll be hearing more from me as things progress. I've been making contact with local groups and individuals. It is a very complex site, but it does have outline permission and it is acknowledged that it doesn't address current issues in London including social housing. I hope that I can speak with you all personally going forward.
Resident	Need a new masterplan fair, have a pavilion on site, there needs to be community workshops and a completely new website.

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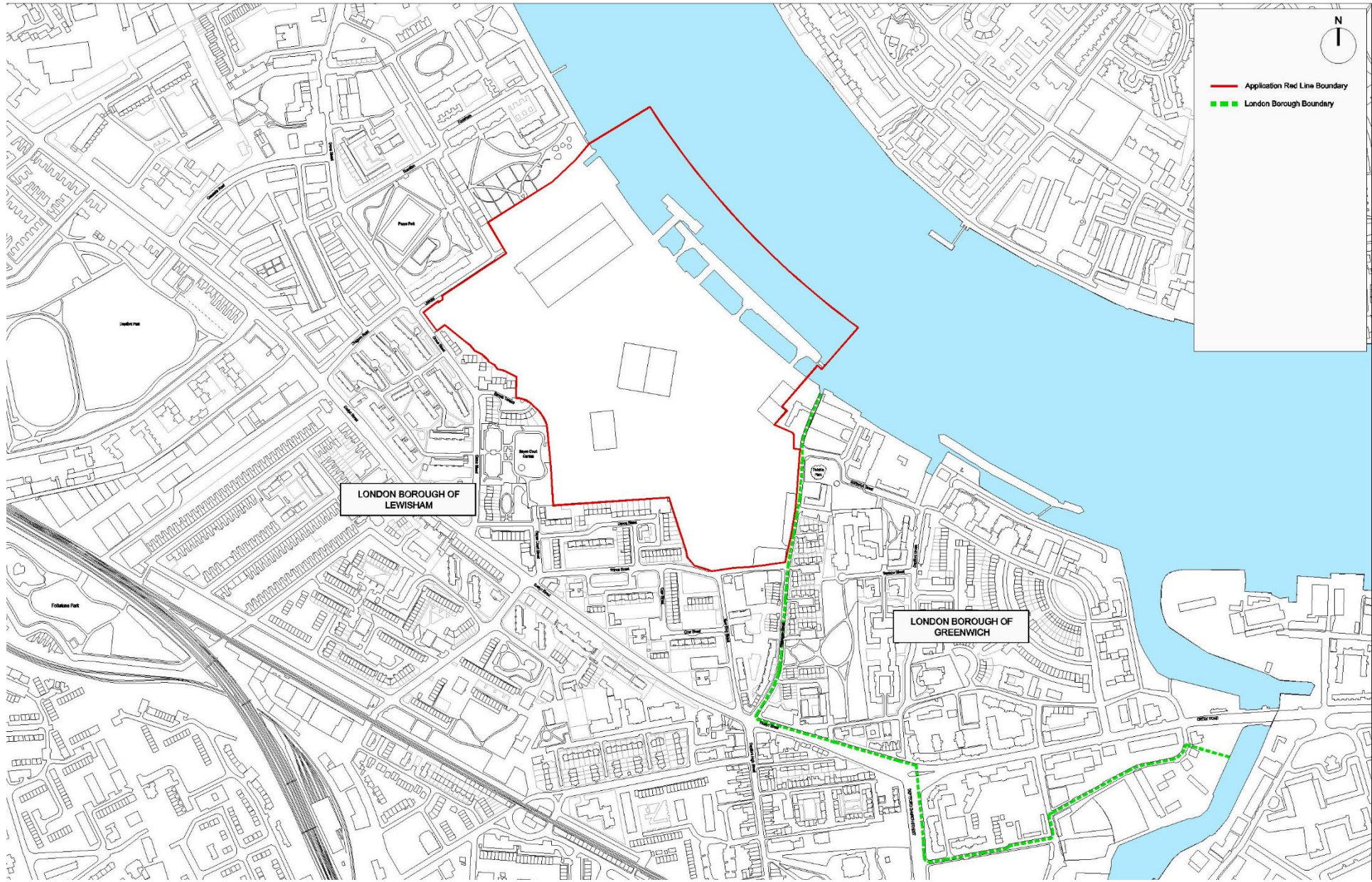
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Convoys Wharf

Background information and site photographs

This presentation forms no part of a planning application
and is for information only.







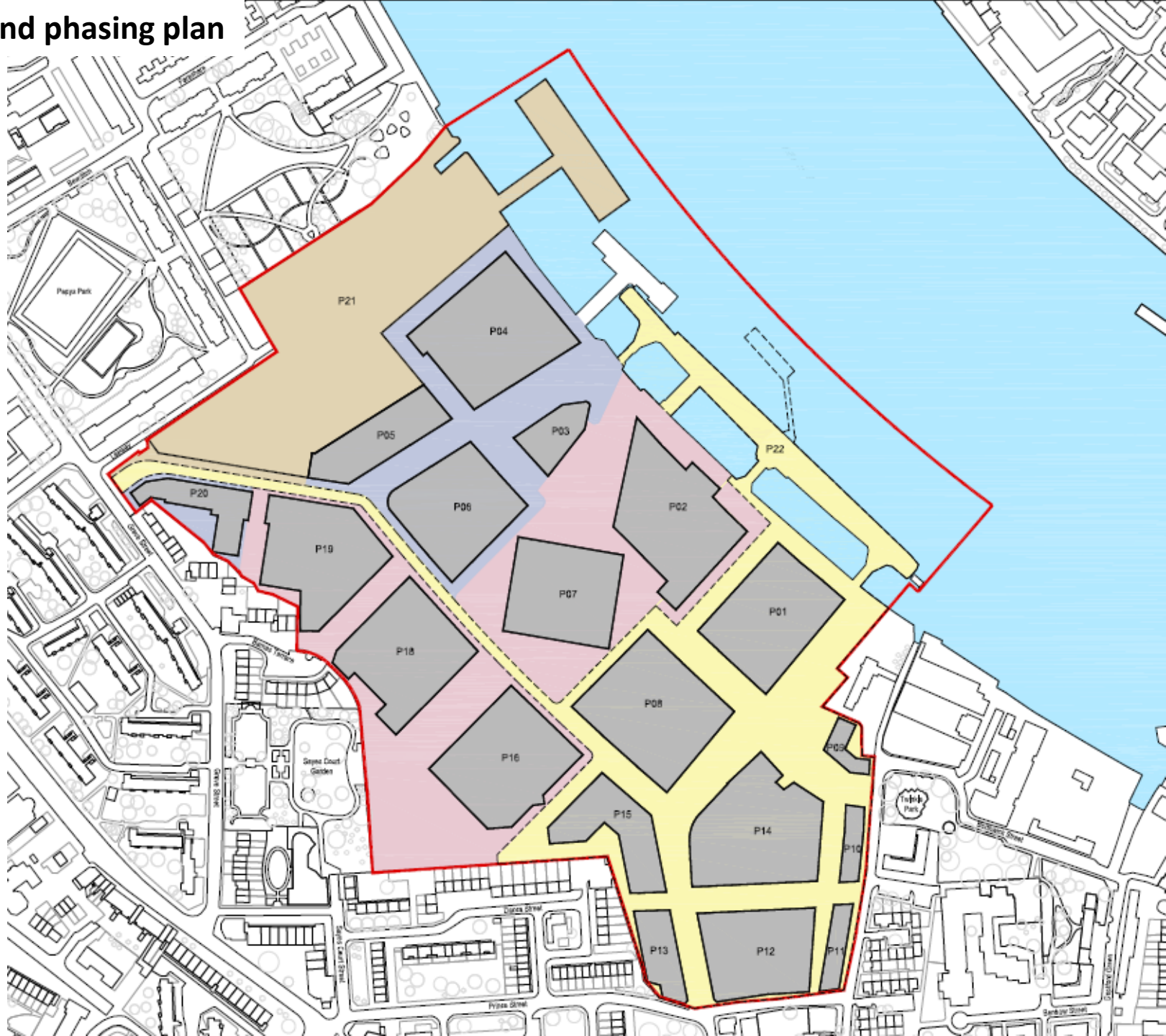
The approved outline planning permission is for the demolition of all non-listed structures at the site, and comprehensive redevelopment (to include retention and refurbishment of the Grade II Listed Olympia Building) to provide up to 419,100m² of mixed use development comprising up to:

- 321,000m² **residential** (Class C3) (up to 3,500 units)
- 15,500m² **business space** (Class B1/live/work units)
- 2,200m² for up to three **energy centres**;
- 32,200m² **working wharf and vessel moorings** (Class B2 and sui generis);
- 27,070m² **hotel** (Class C1);
- 5,810m² **retail, financial and professional services** (Classes A1 and A2);
- 4,520m² **restaurant/cafes and drinking establishments** (Classes A3 and A4);
- 13,000m² **community/non-residential institutions** (Class D1 and D2),
- 1,840 **car parking spaces**, together with vehicular access and **a river bus facility**.

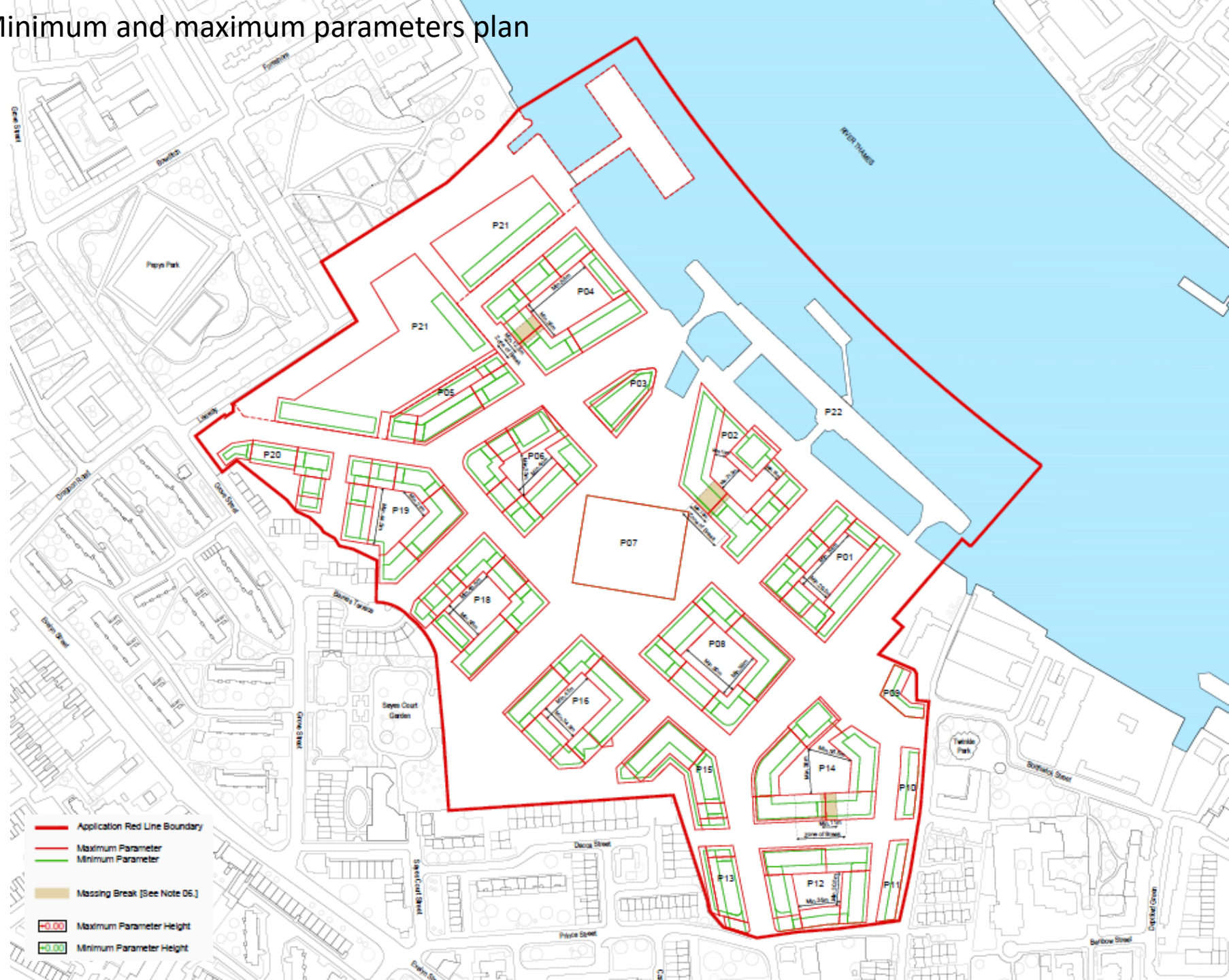
The development is divided into 22 separate plots. The development is to be delivered in 3 phases over a 10-15 year build out programme

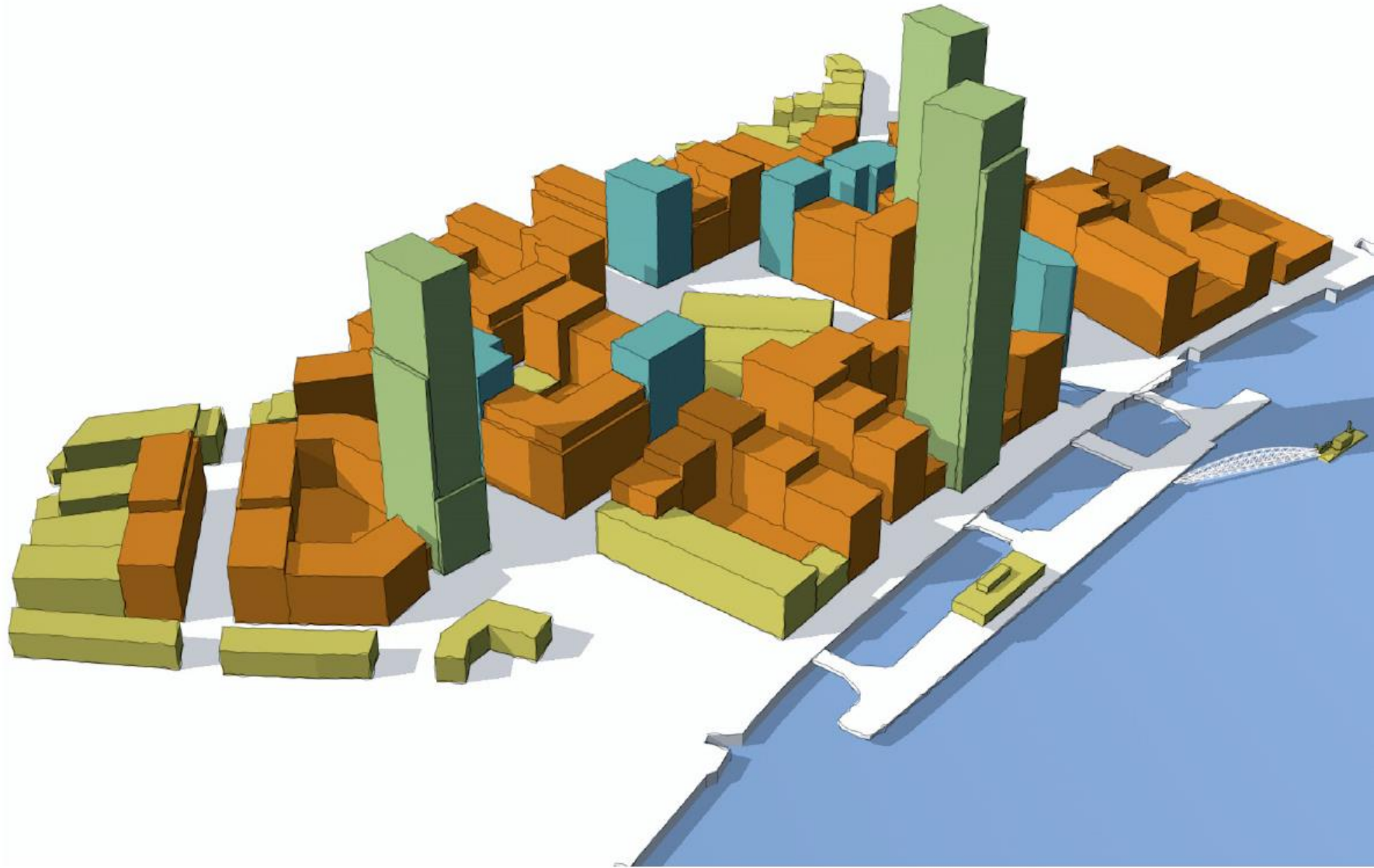
Approved	To be Approved
<ul style="list-style-type: none"> • maximum amount of development • number of individual plots • parameters for each plot that fix its location within the site and its shape, the maximum and minimum height, width and length of each building within the plot and the extent of podiums • height ranges and location of the 3 tall buildings (within an 8m limit of deviation) • type and amount of uses • points of access into the site • primary access routes through the site • road widths • amount of car parking • phasing • the full section 106 package – including affordable housing minimum acceptable amount 	<ul style="list-style-type: none"> • appearance of buildings • the exact number of residential units • the exact amount and position of each use • the exact height (within approved parameters) • layouts of individual residential units • the exact mix of residential units • detailed landscaping • details of works to the Listed Building

Plot and phasing plan



Minimum and maximum parameters plan





Masterplan Massing Principles with Application Site Proposal

- KEY
- Low Rise Buildings
 - Mid Rise Buildings
 - Feature Buildings
 - Tall Buildings



Aerial photo of site



Aerial photo of site



View of access from Grove Street



View east towards Barnes Terrace and Leeway



View north towards Canary Wharf



The Olympia Building



The Olympia Building





Inside the Olympia Building

View from jetty back towards the Olympia Building



View north east along jetty



Canary Wharf from the jetty



View towards Greenwich from jetty



Site entrance at top of New King Street



Community Infrastructure and Projects:

- Primary school - delivery of a 2-Form entry primary school, with an option for increased capacity to 3-Form entry;
- Secondary and post sixteen education - £440,000 (up to £881,000 subject to viability);
- Local open space - £560,000;
- Local heritage and public art - £300,000;
- Community Trust - £250,000;
- Community projects - £250,000;
- Feasibility study for the Lenox Project - £20,000;
- Healthcare Facility - £643,724;

Affordable Housing

- Delivery of at least 15% affordable housing and a review mechanism;

Employment

- Wharf infrastructure and activation;
- Local employment and training initiatives (including the affordable business space at subsidised rents);
- Employment and Training Contribution - £500,000;

Transport

- Highways works to Evelyn Street (including at Deptford High Street/New King Street/Watergate Street, Prince Street/Abinger Grove, Grove Street and Oxestalls Road junctions);
- Highway works to New King Street (widening and public realm improvements) and to northern section of Deptford High Street between Deptford Station and the Evelyn Street/New King Street;

- Pedestrian and cyclists improvements to Deptford Church Street/A2 junction;
- Delivery of river pier for timetabled passenger services and associated land facilities and financial contribution to Riverbus service - £3,000,000;
- New and diverted bus service (plus capacity enhancements to existing services on Evelyn Street) - £5,750,000;
- New and enhanced off-site bus stops - £147,500;
- Travel Plan for each use (including Travel Plan measures, car club spaces);
- Provision of Controlled Parking Zone - £250,000;
- Air Quality Monitoring - £100,000;
- Delivery of on-site spine road, Thames Path extension and a network of public pedestrian and cycle links within the site;
- Safeguarding of sites for two cycle hire docking stations;

Other

- Funding of Design and Access Panel to assist the submission of Reserved Matters Applications;
- Funding of Cultural Steering Group;
- Funding of further archaeological works;
- Energy strategy (including prioritisation of SLCHP connection).

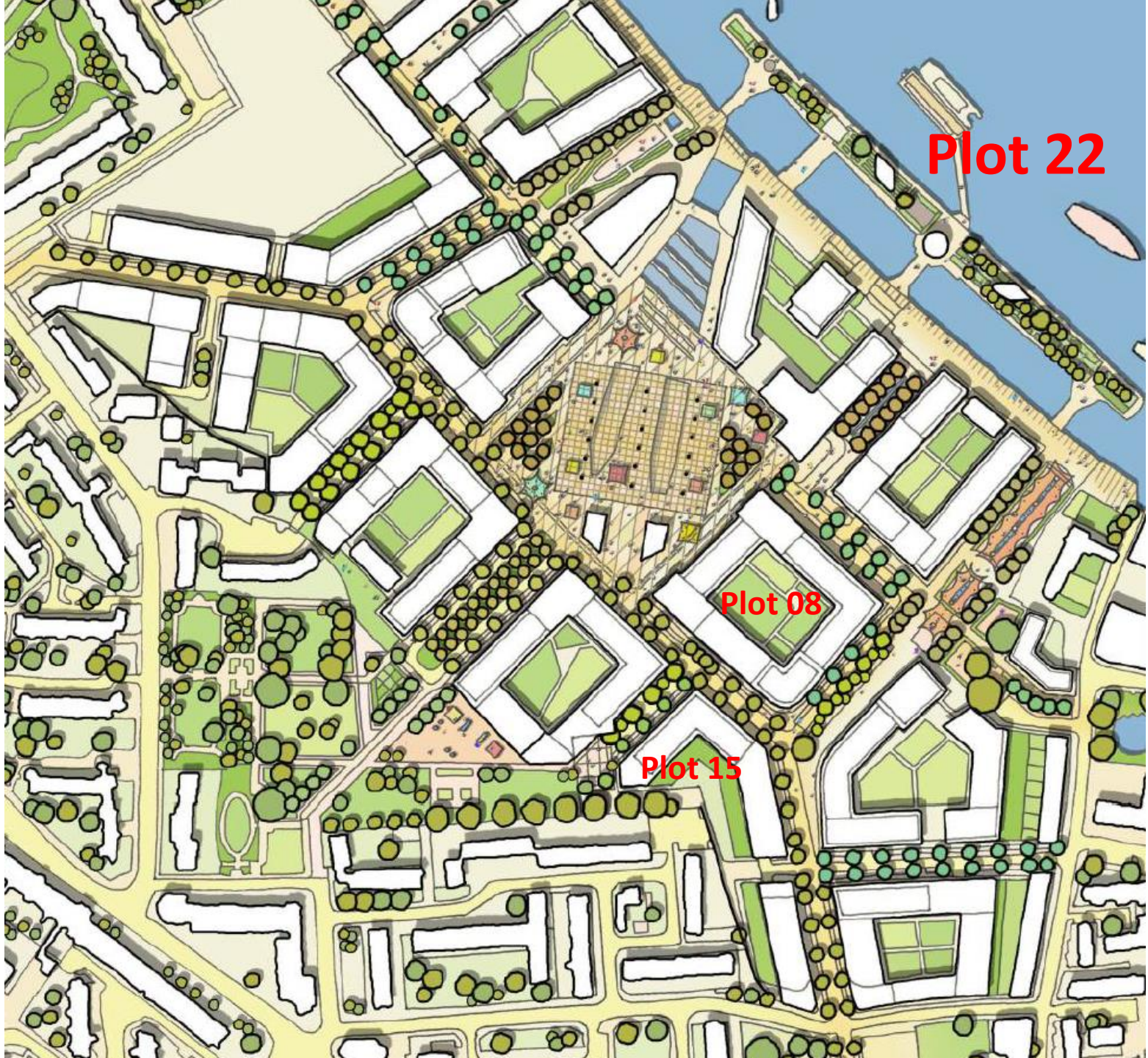
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Convoys Wharf

Plot 22 ref. no. DC/18/107620

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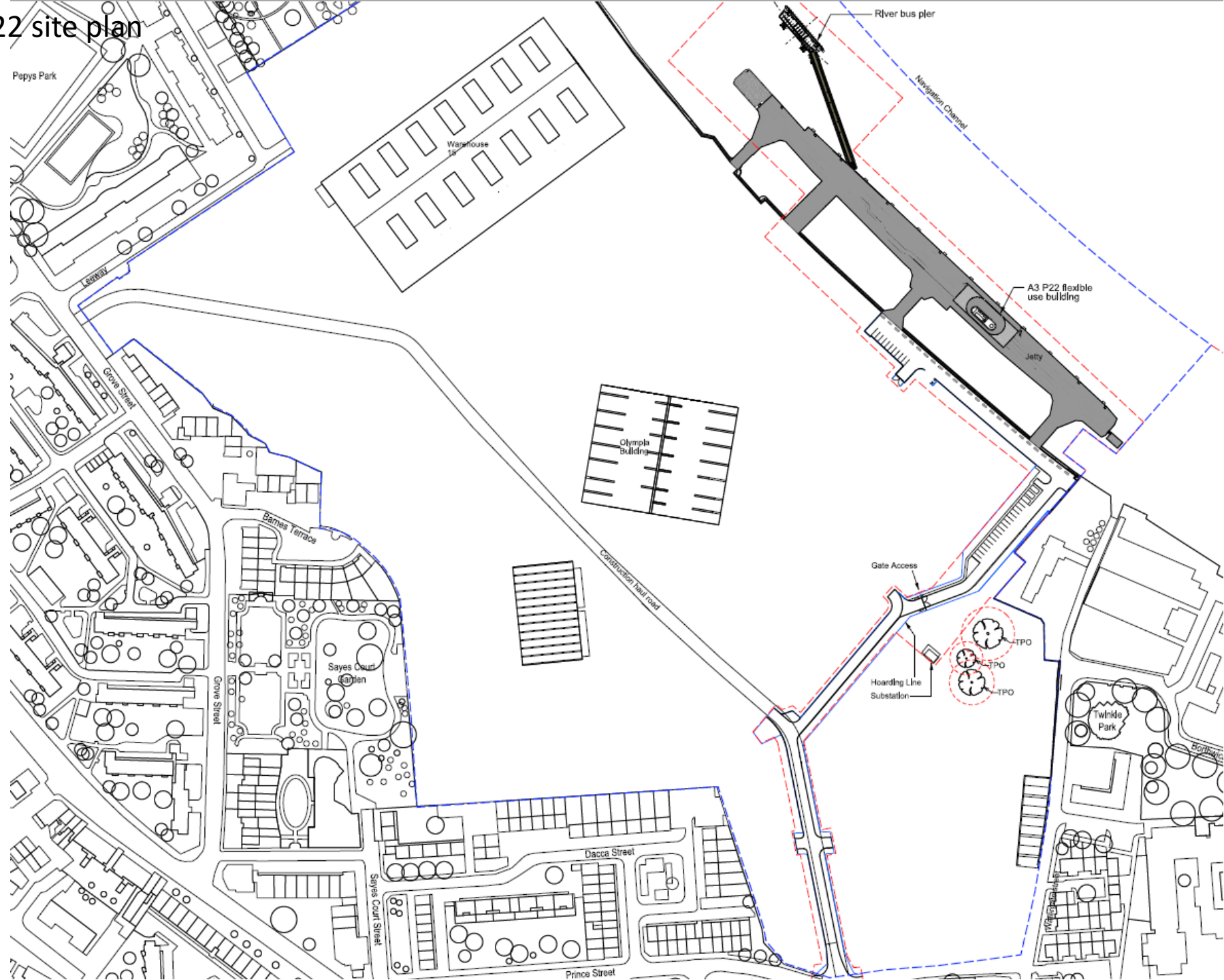


Plot 22

Plot 08

Plot 15

P22 site plan



P22 layout

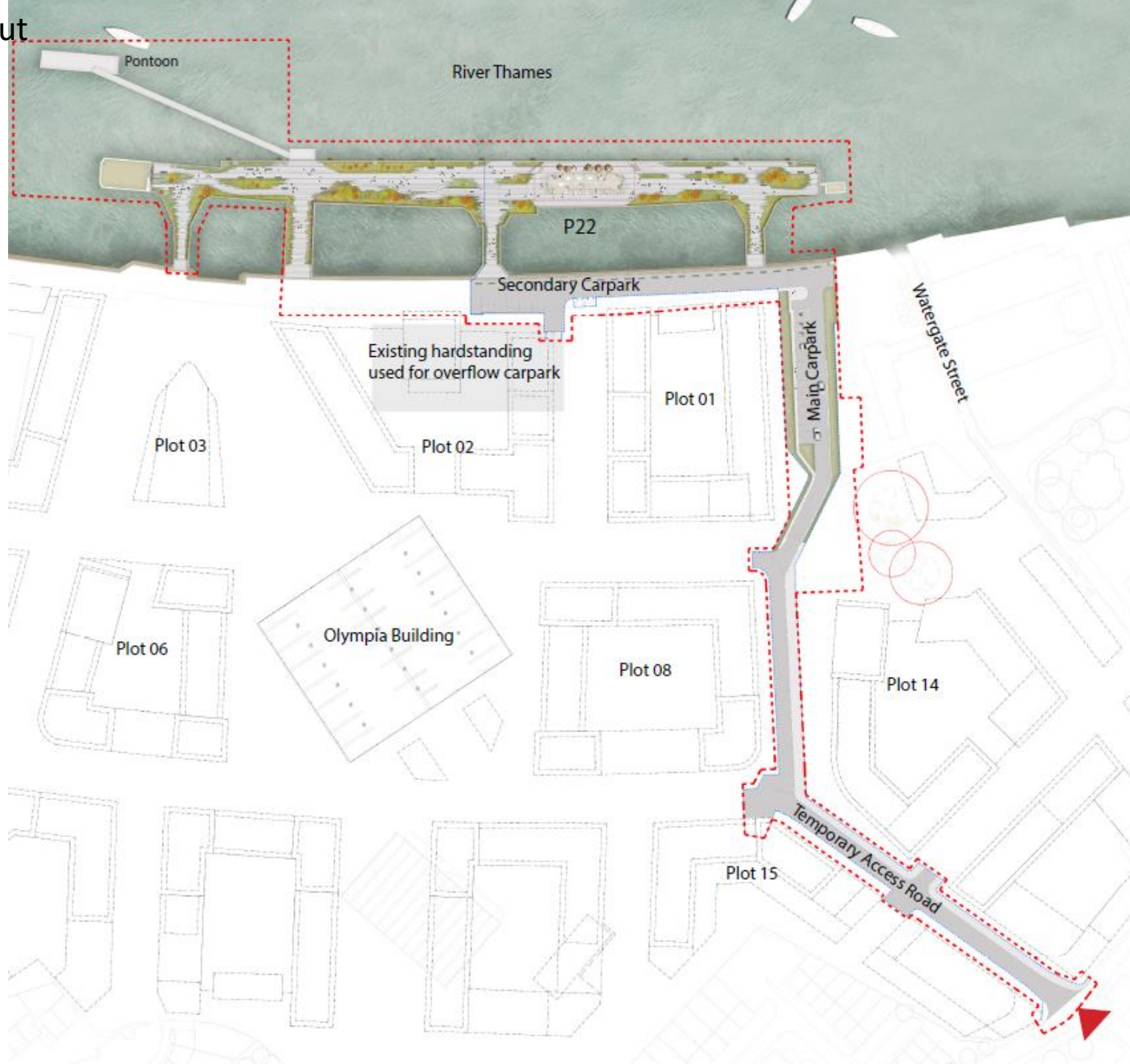


Image of proposals at P22

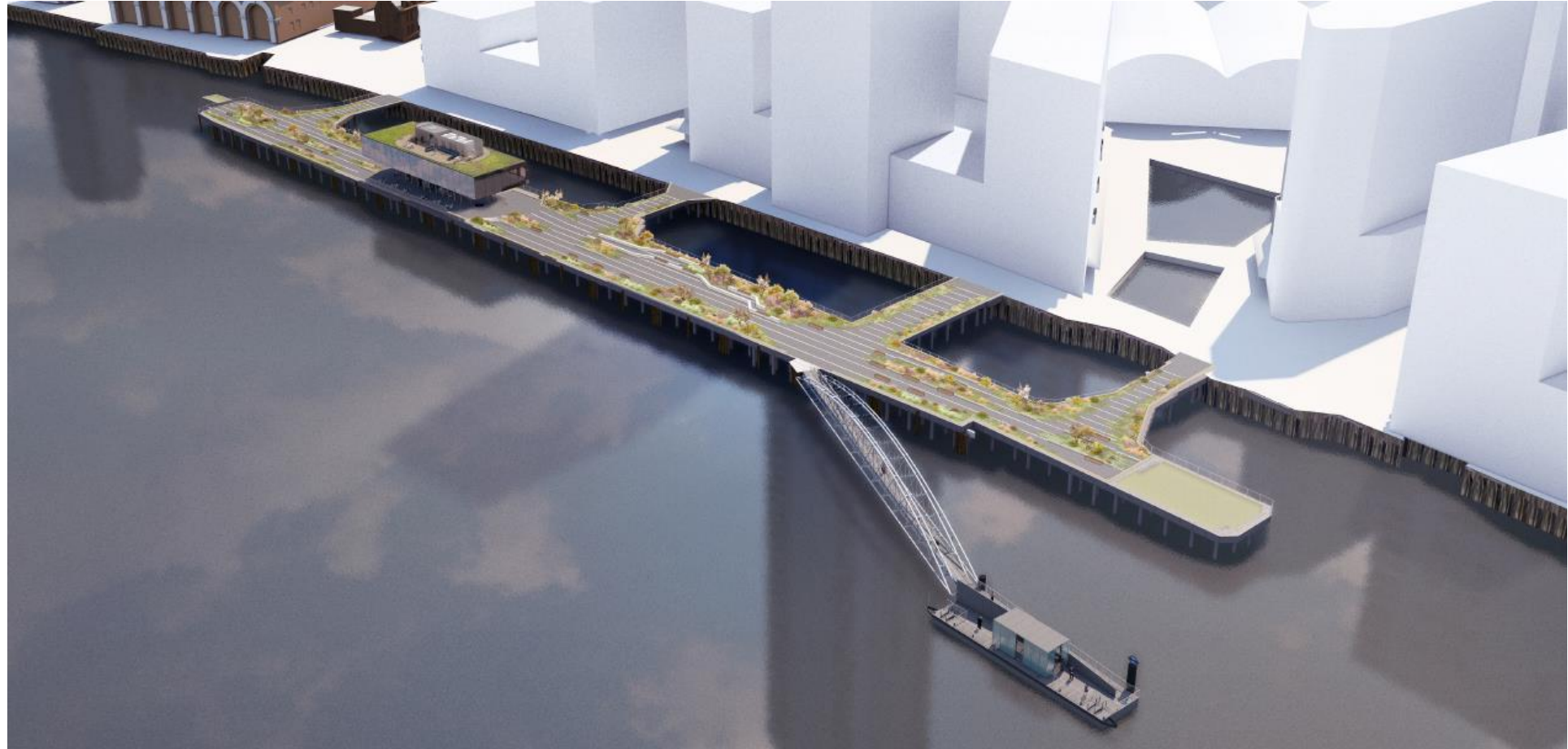


Image of proposals at P22 from river



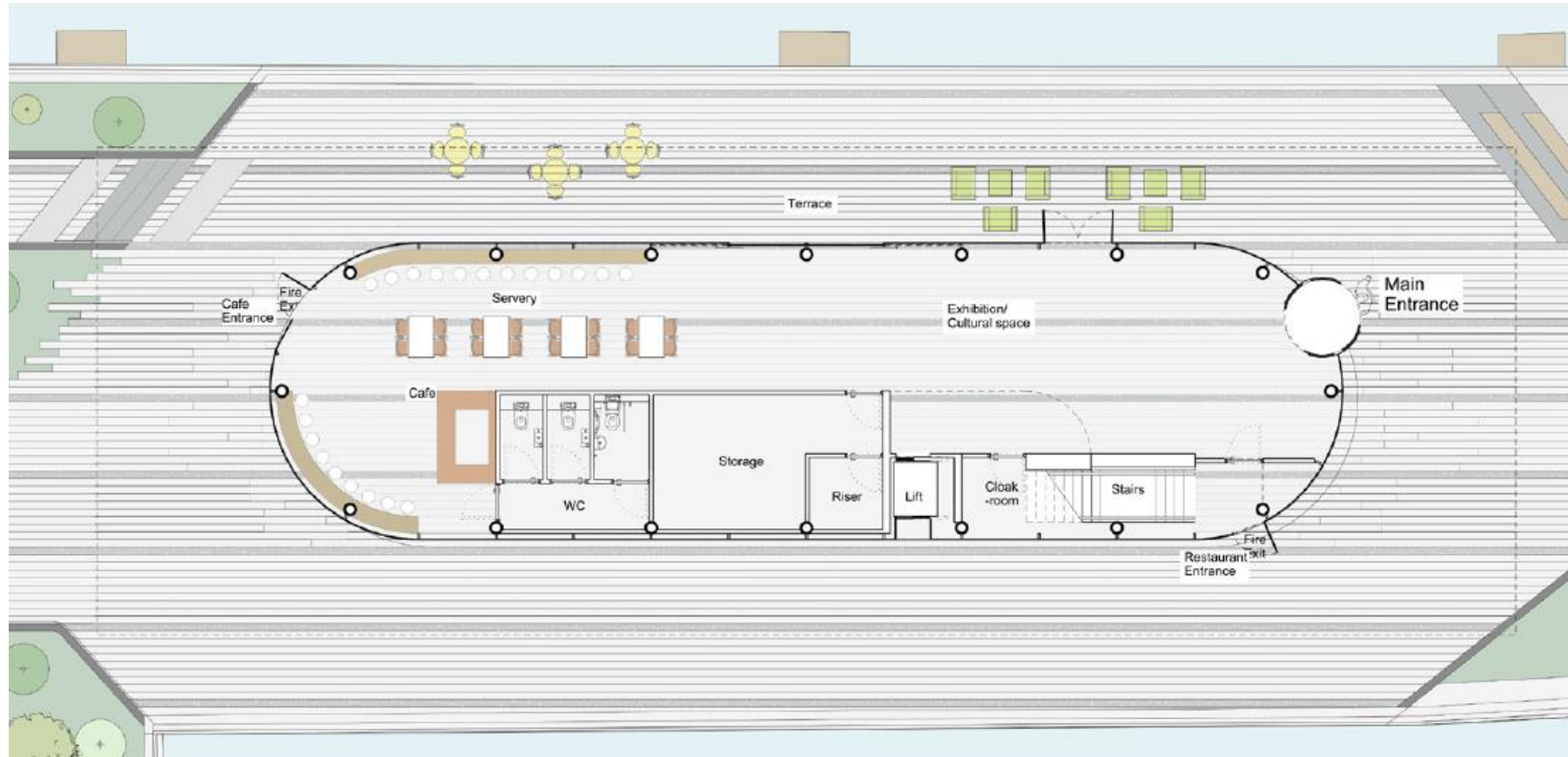
Image of proposals at P22 at night from river



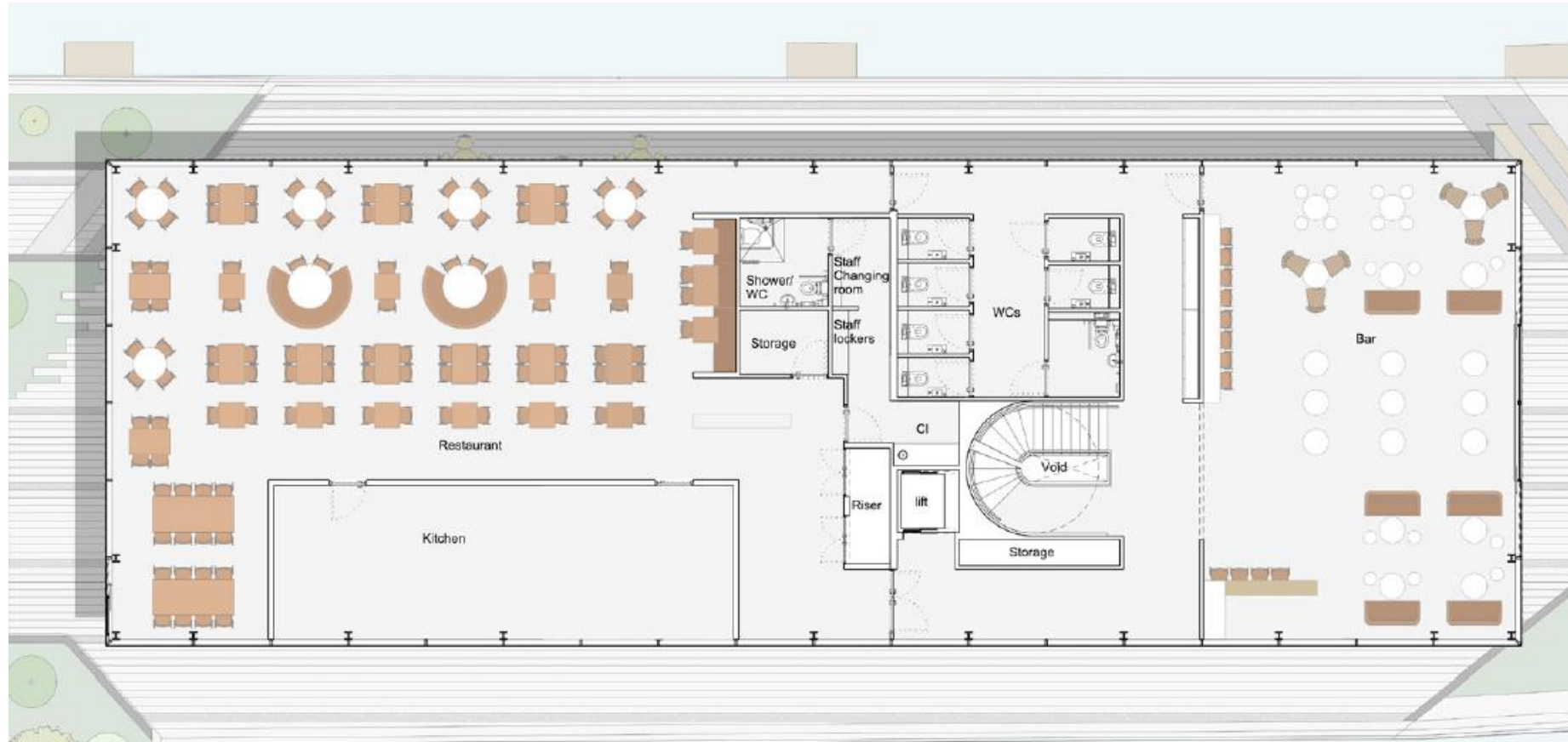
Visual of the Jetty Park



Proposed ground floor plan



Proposed first floor plan



Proposed terrace

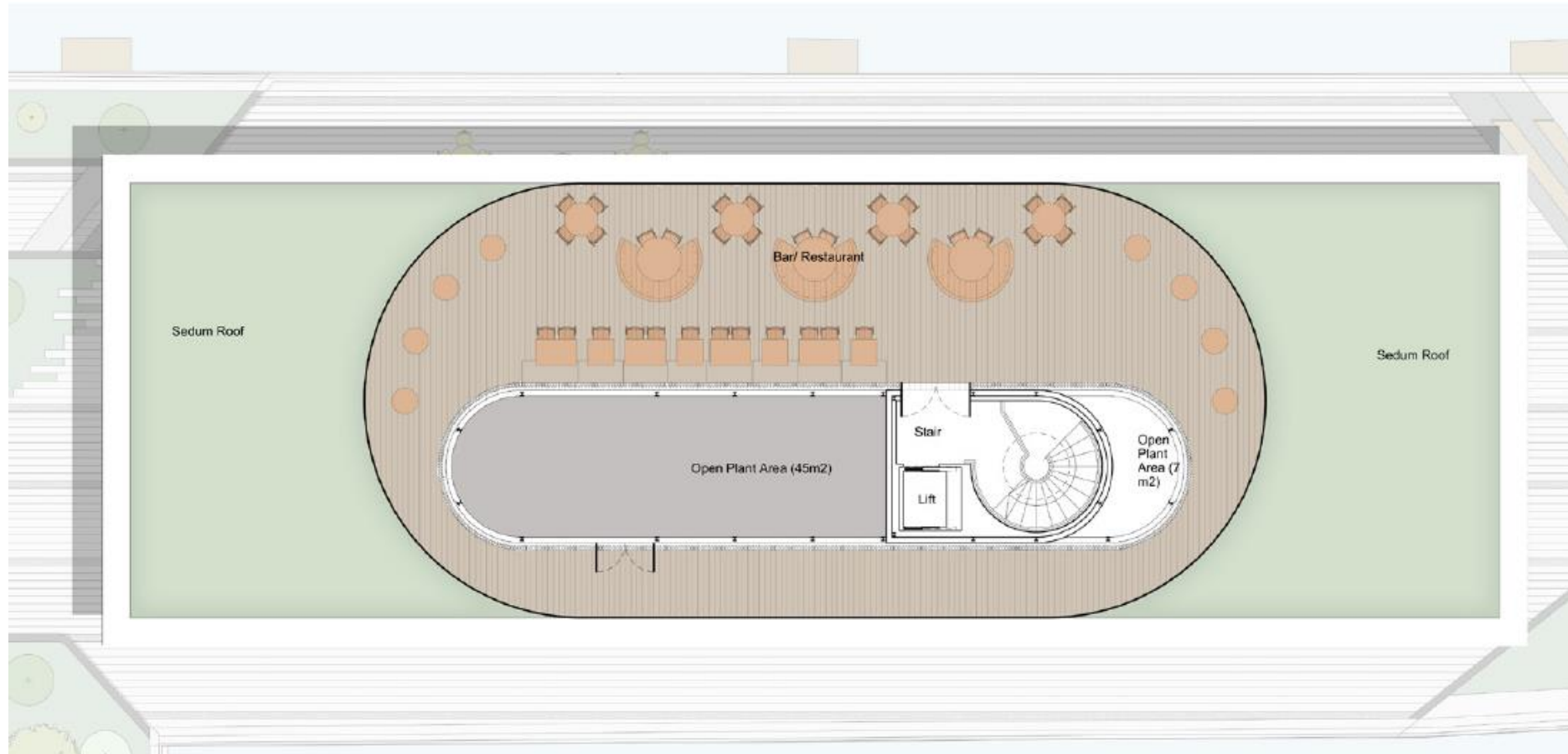
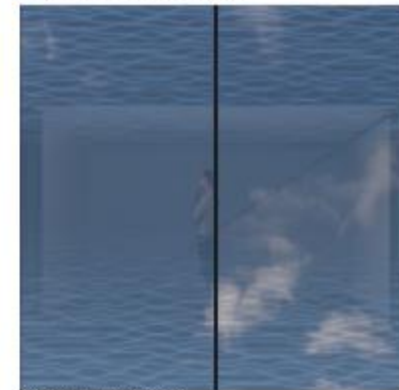


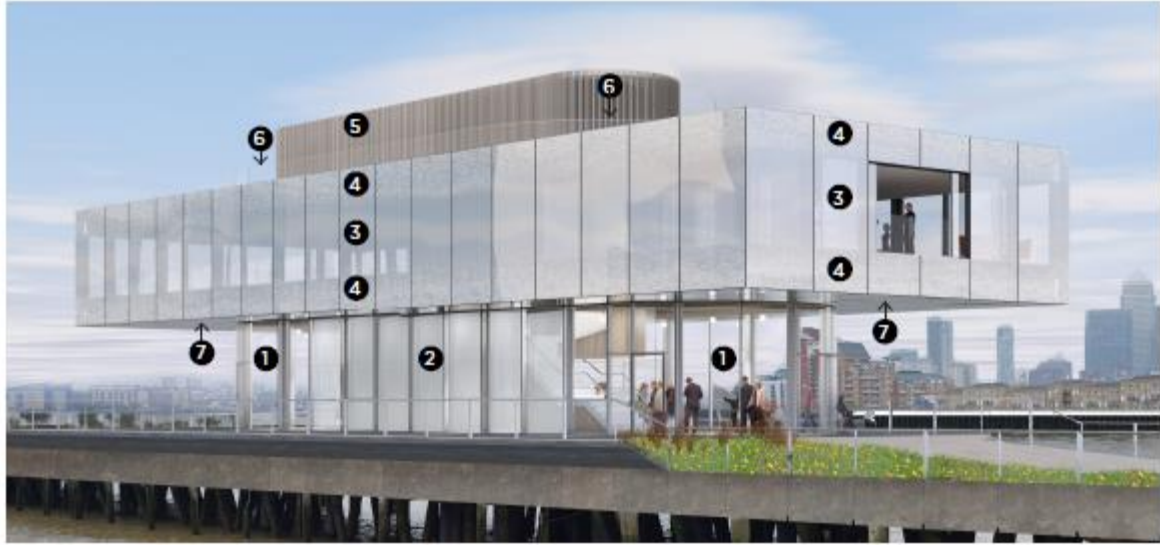
Image of proposals at P22 towards Canary Wharf



Materiality



Materiality



Visualisation of the P22 Building from Deptford Strand



1 Ultra Clear Low Iron Transparent Glazing Faceted at the Radial Ends of the Building



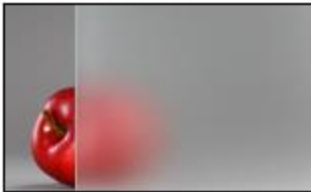
3 Double Glazed Laminated Curtain Walling with Antello Silver 70% Light Transmission Reflective Coating



5 Hit and Miss Iroko Timber Wall Cladding, Naturally Silvers Over Time



6 Structural Glazed Balustrade, Faceted to Curve



2 Ultra Clear Low Iron Diffused Glazing

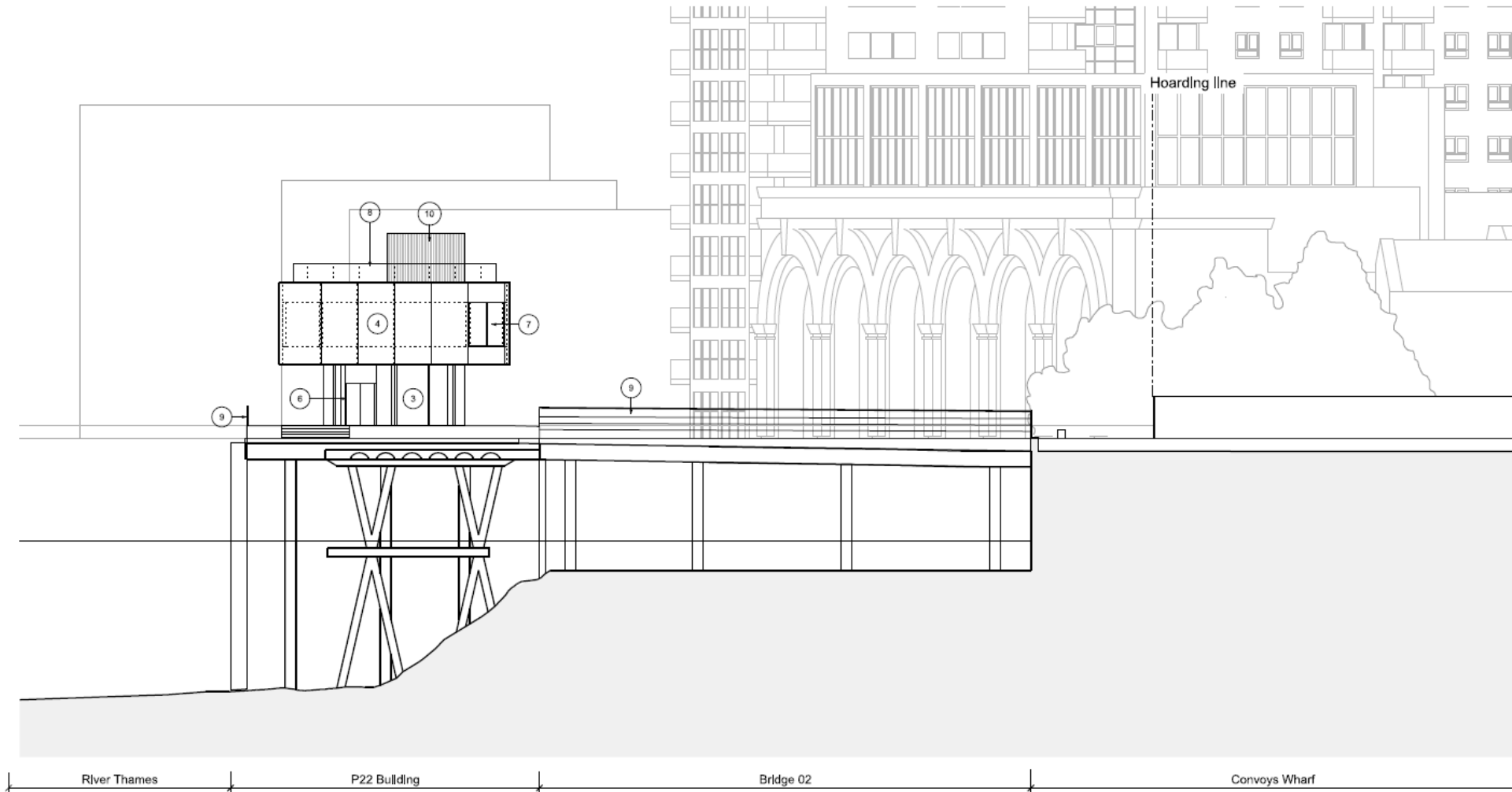


4 Printed Mirror Wave Pattern Applied to Spandrel Areas and Faded Out

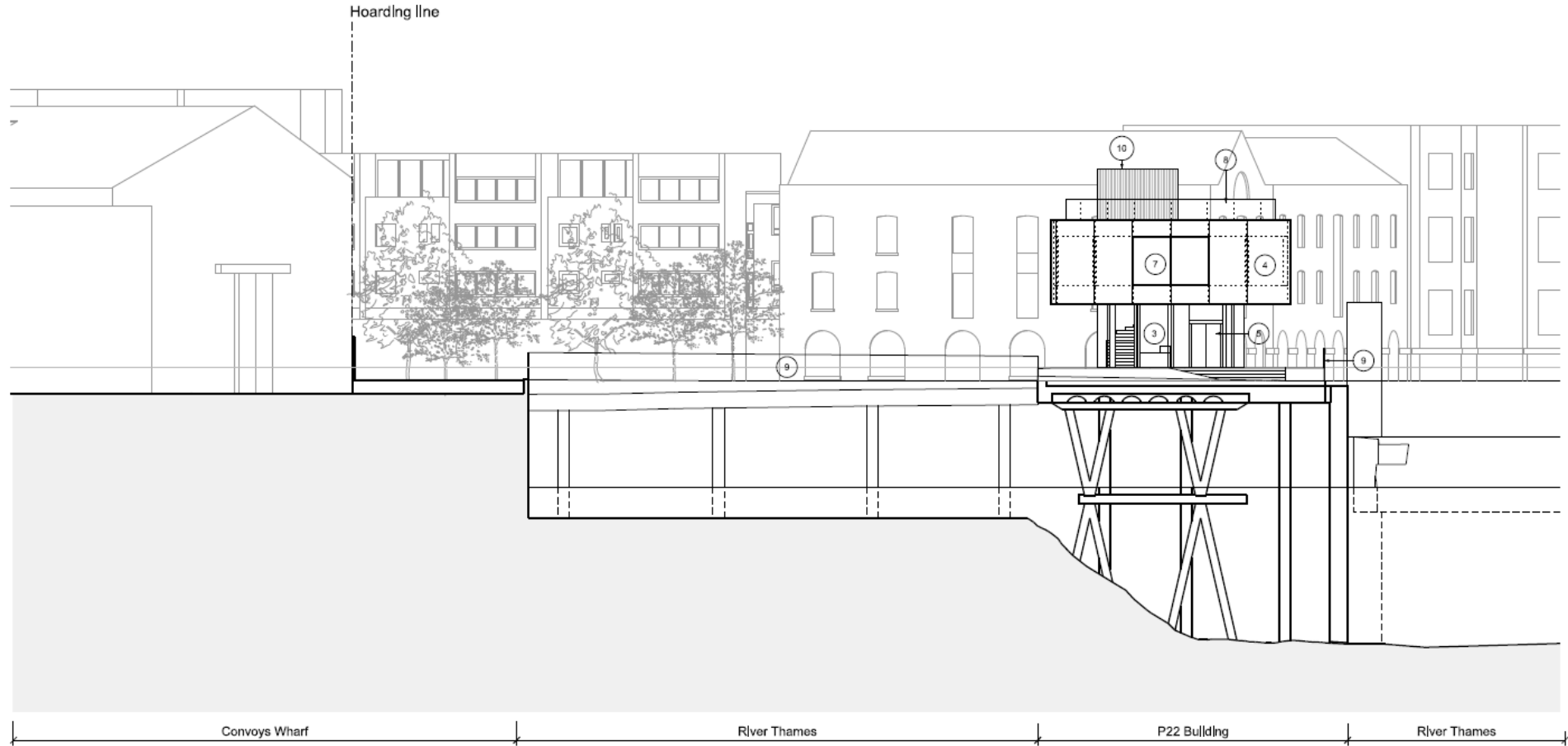


7 Semi-Reflective Metal Cladding

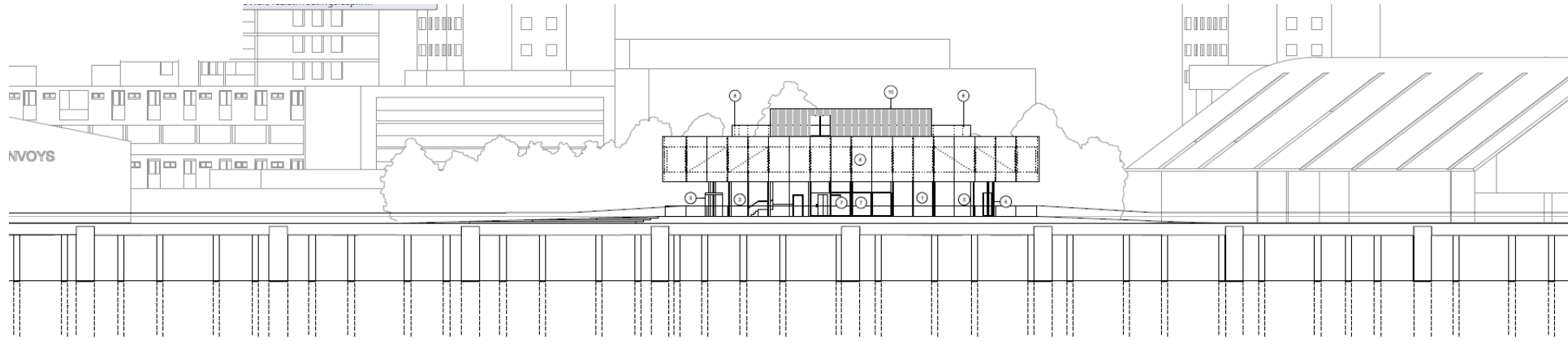
Proposed side elevation



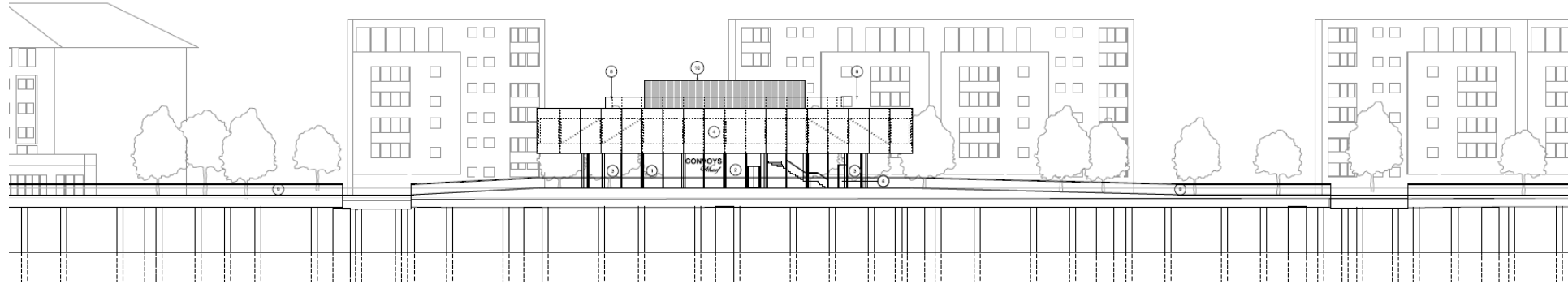
Proposed side elevation



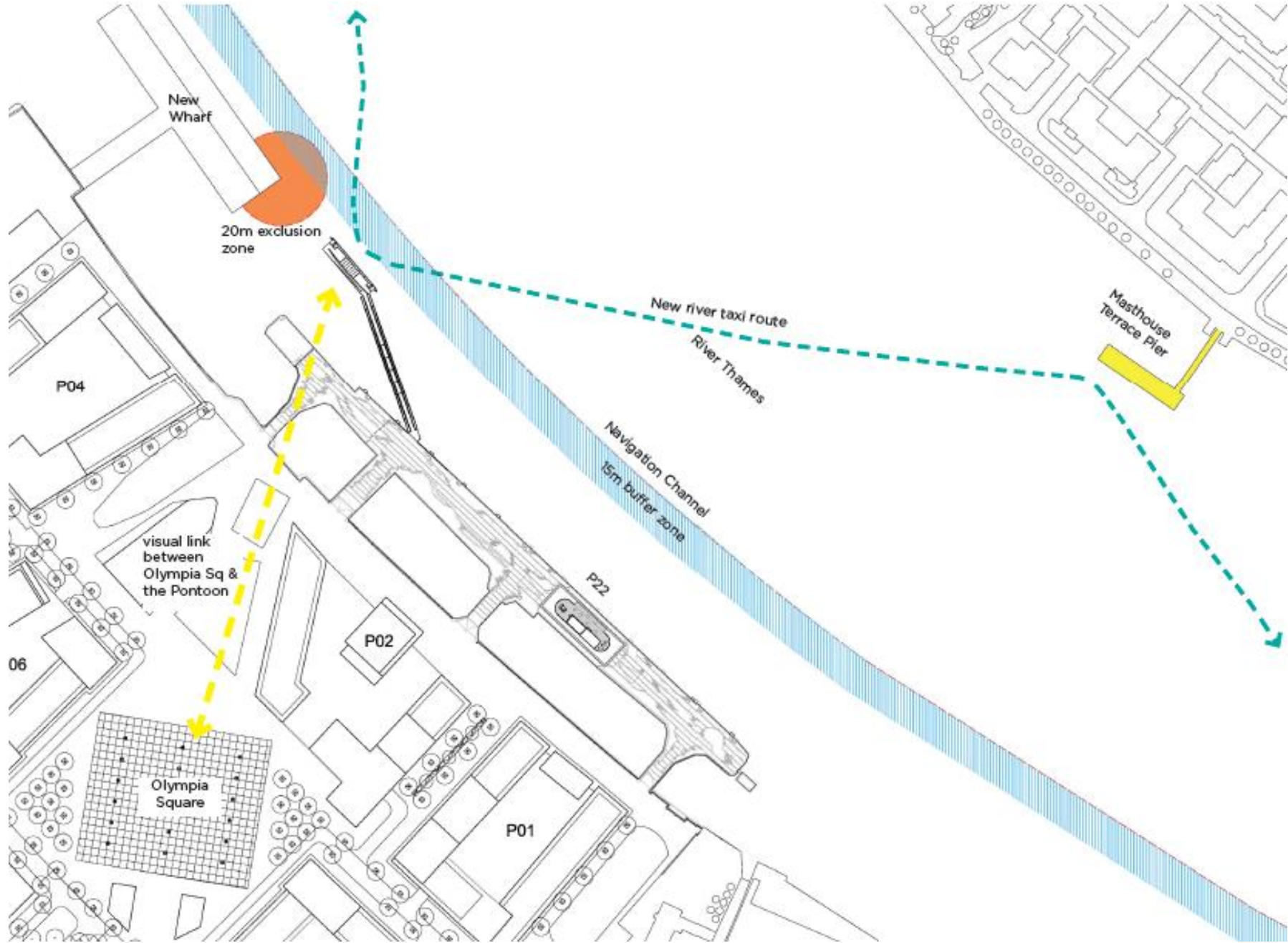
Proposed front and rear elevations



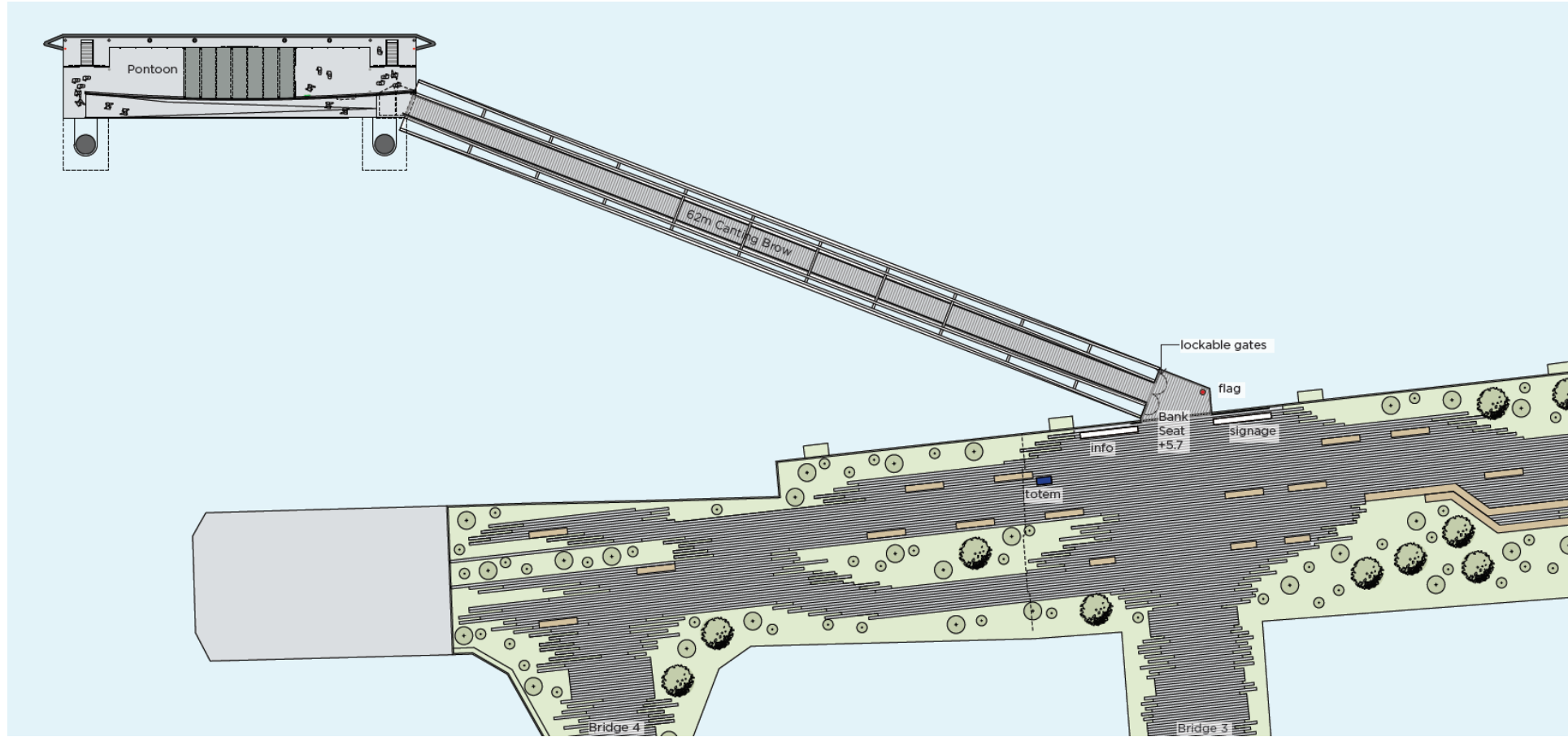
01 Existing Context Section looking South West
0301 1:200



Riverbus service



Layout of pontoon and canting brow



Layout of pontoon

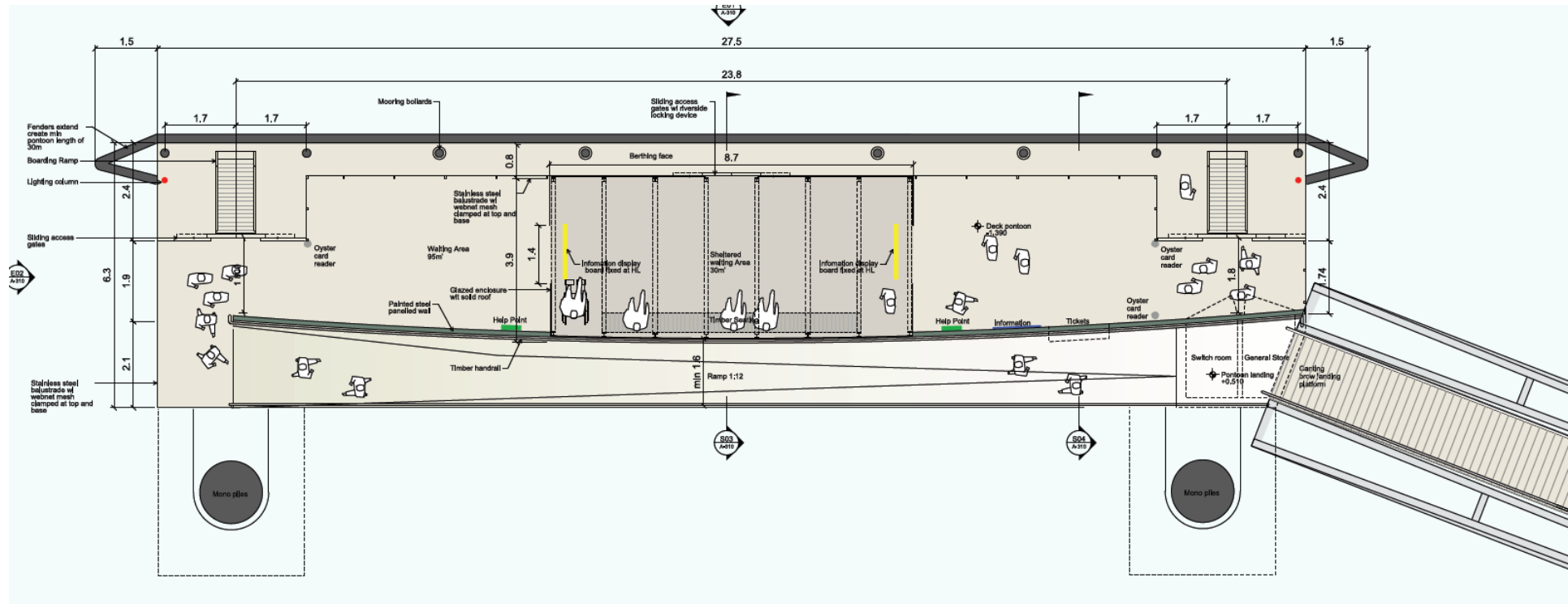
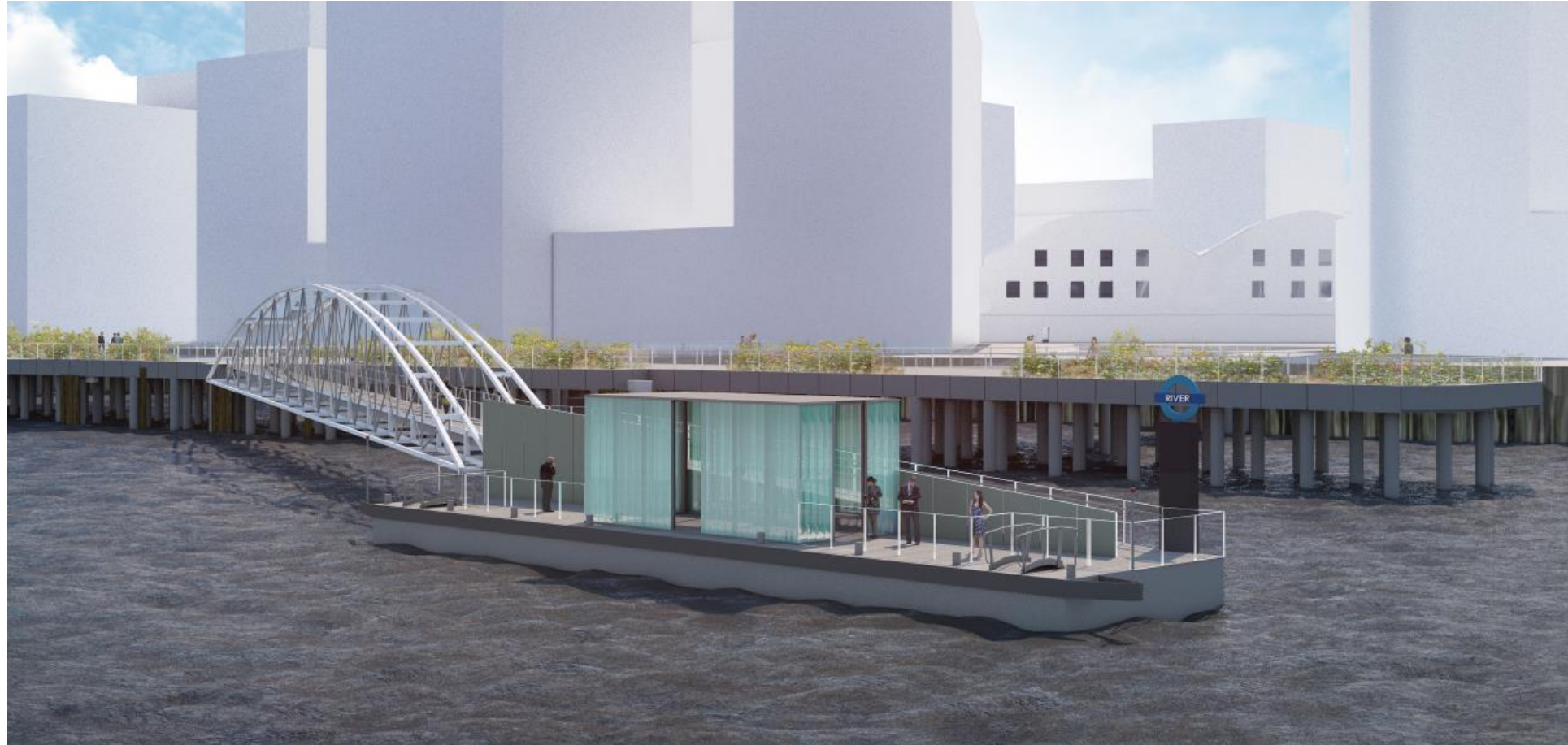
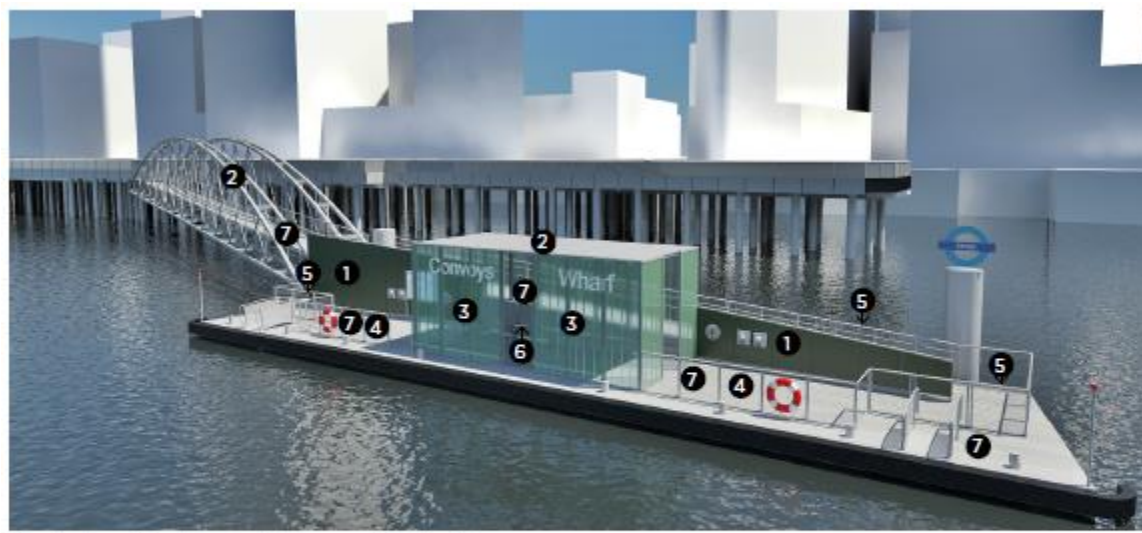


Image of pontoon and canting brow from river



Materiality



Visualisation of the Riverbus Pontoon and Canting Brow



1 Painted steel (RAL 6012)



2 Painted Steel (RAL 9006)



3 Cast U channel toughened glass



4 Stainless steel posts with webnet infill with Iroko timber handrail



7 Streetdeck timber composite

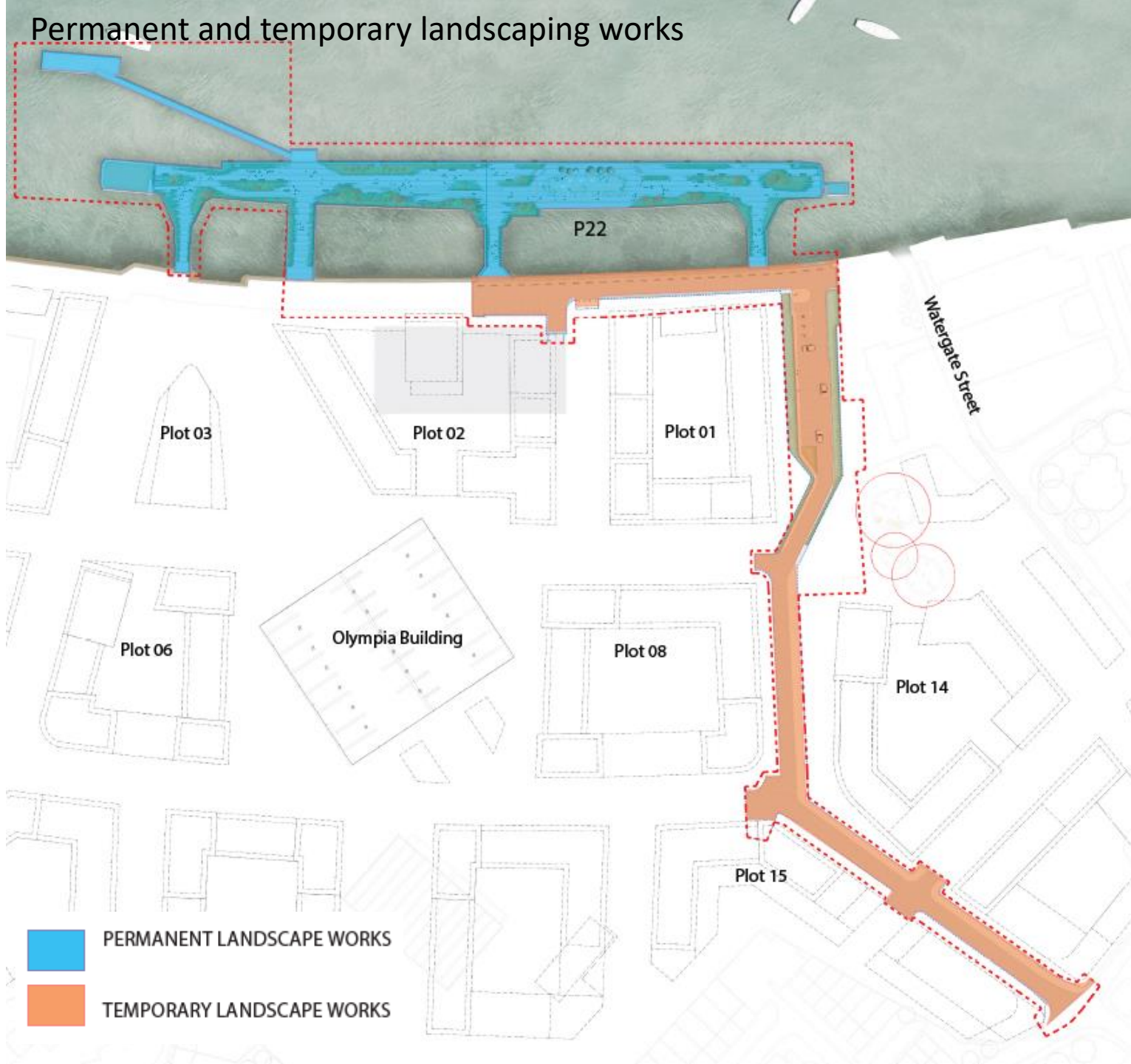


5 Iroko Timber Handrail, Naturally Silvers Over Time

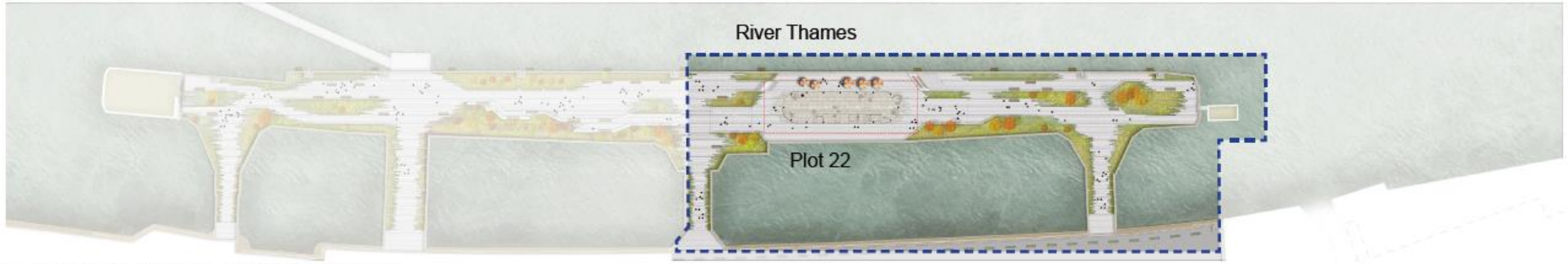


6 Iroko Timber Seating, Naturally Silvers Over Time

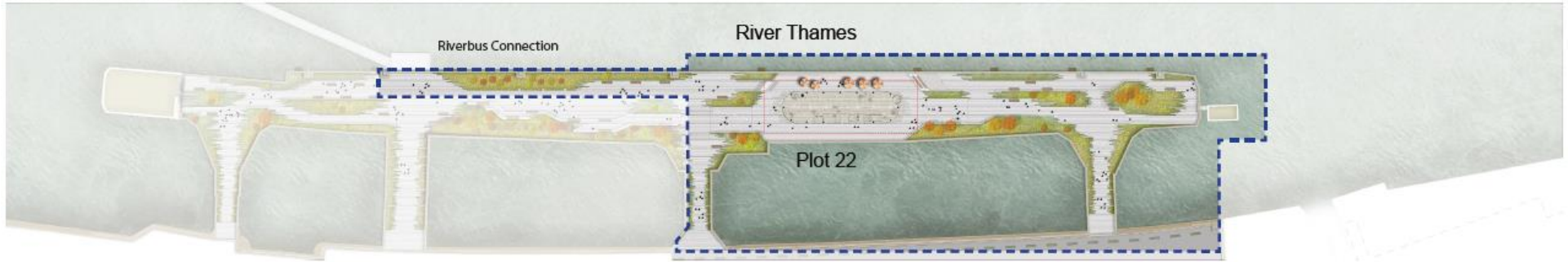
Permanent and temporary landscaping works



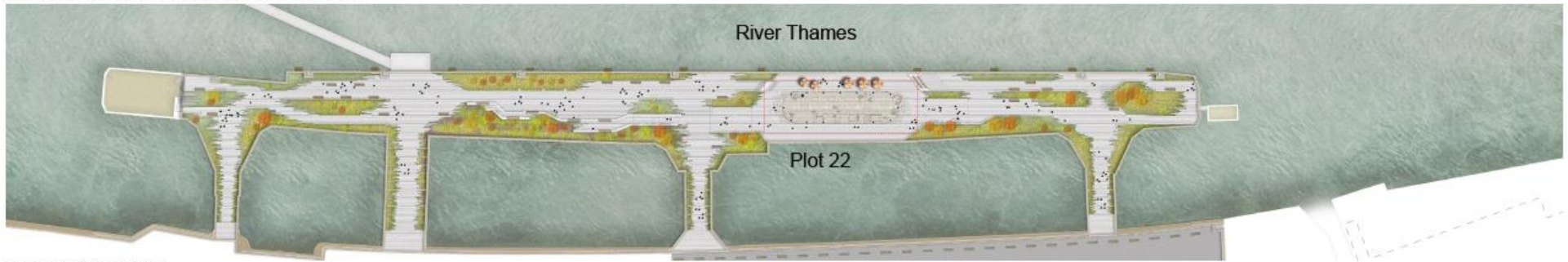
Phasing of delivery



Phase 1 Sales & Marketing Building with access by appointment only

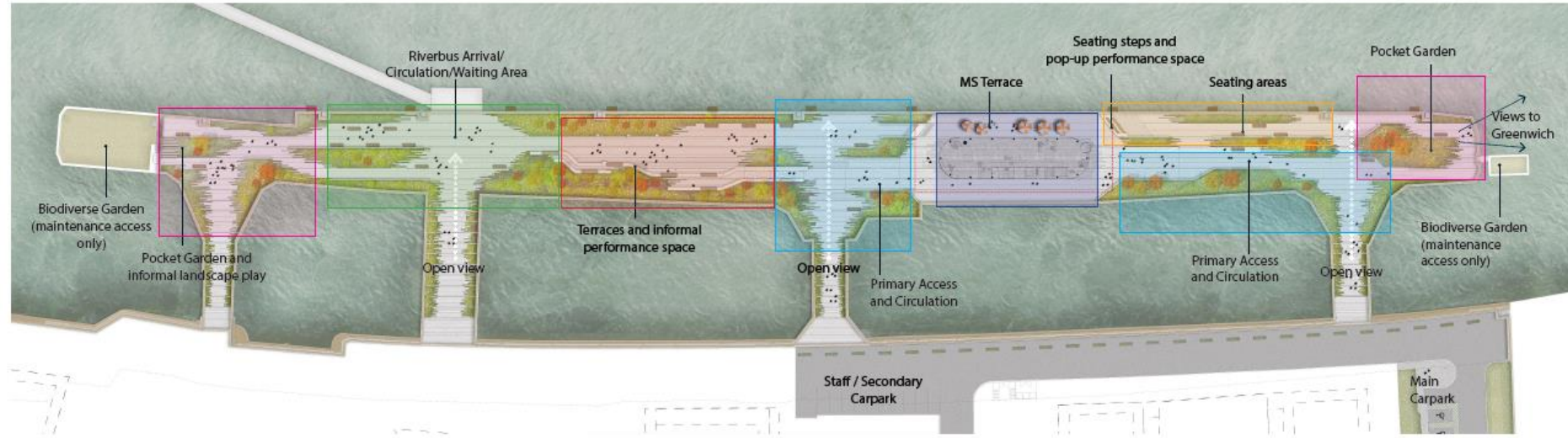


Phase 2 Sales & Marketing Building with Riverbus Connection



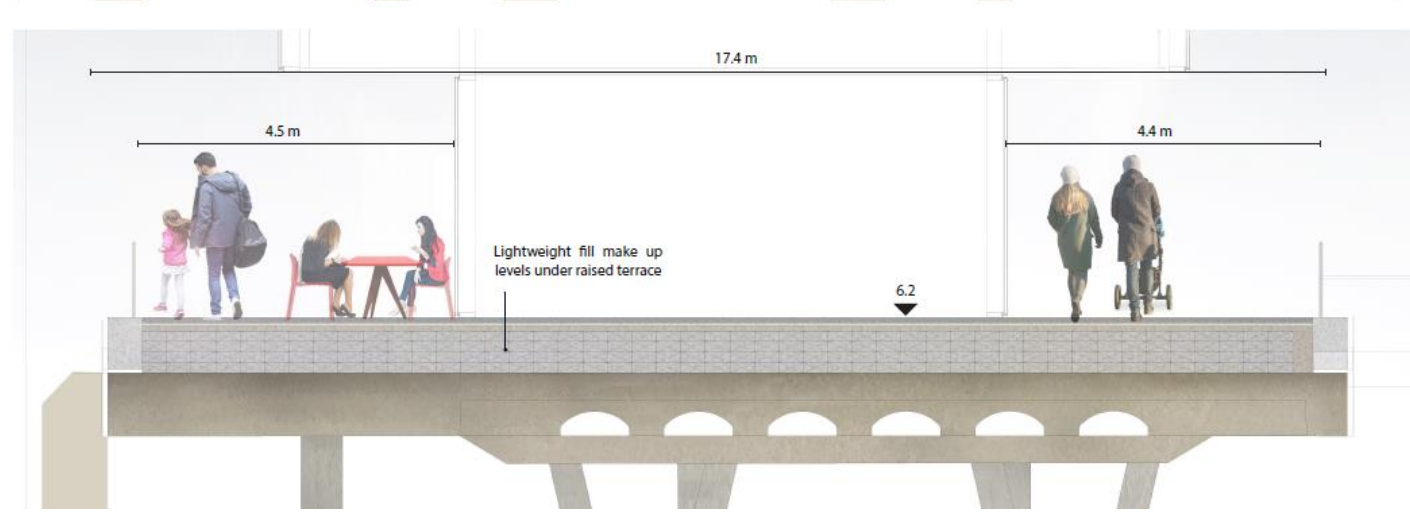
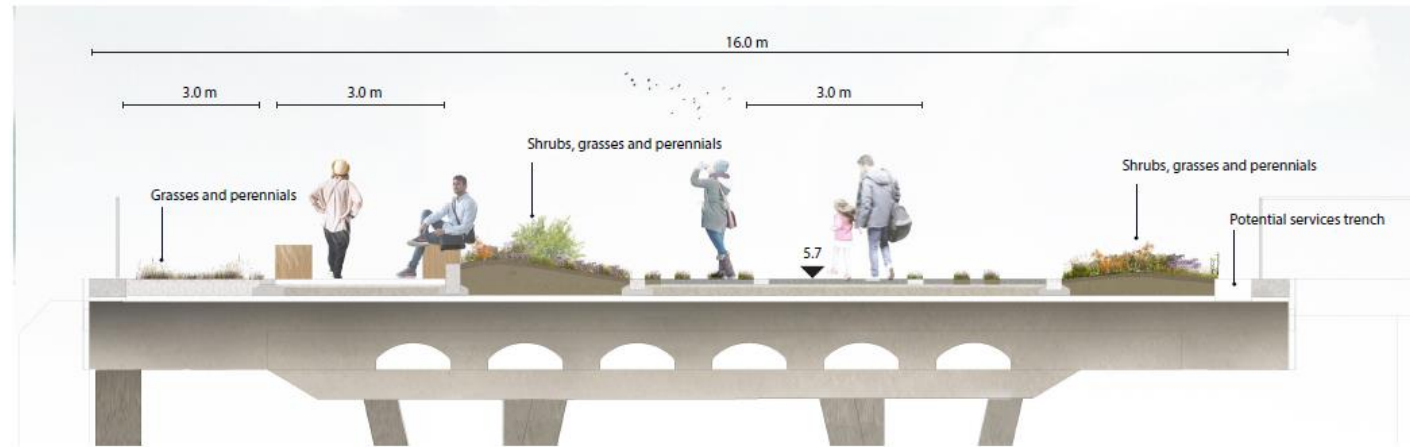
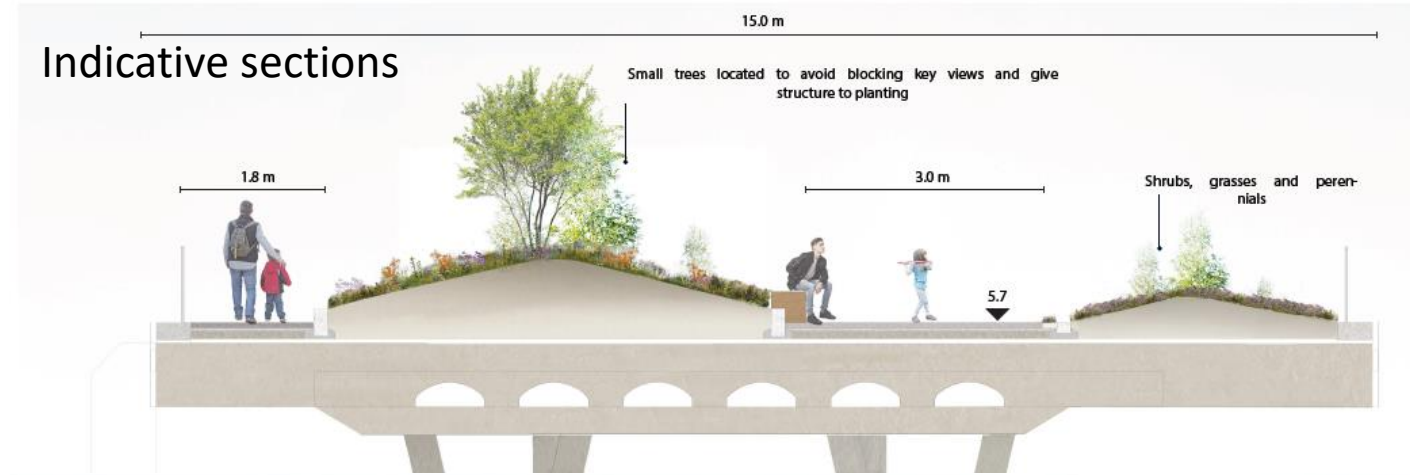
Phase 3 P22 fully complete

Landscape programme



- Pocket Garden: Get in contact with the nature. Relaxation, privacy, informal landscape play, enjoy views of the river and biodiverse gardens
- River-bus Waiting Area: A place to interact. Meeting point, reading, entertainment, info point
- Terraces: An open, flexible space with tiered seating for elevated views. Opportunities for events, temporary activities, sui generis
- Marketing Suite terrace: Elevated views to the river and Convoys Wharf site. External seating, eating and drinking
- Cultural Area: Seating area surrounded by nature. Reading, listening to popup artists, exploration, meeting area
- Main access to Jetty and Marketing Suite building. Walking, enjoying the nature, open views to the river on arrival








Indicative sections



Planting plan



KEY

-  Trees: Multi-stemmed trees provide structure and help improve the microclimate
-  Shrubs: Create multi-layered planting with year-round structure and interest
-  PL1 Herbaceous Mix 01: Shade tolerance beneath trees, ability to thrive in the more open sunnier raised beds
-  PL2 Herbaceous Mix 02: Perennials and grasses naturally adapted to dry, exposed conditions
-  PL3 Biodiverse Mix: Support invertebrate habitat
-  PL4 Planters (Temporary Access Road): Ornamental planting
-  PL5 Wildflower mix planting (Temporary Access Road): Support invertebrate habitat

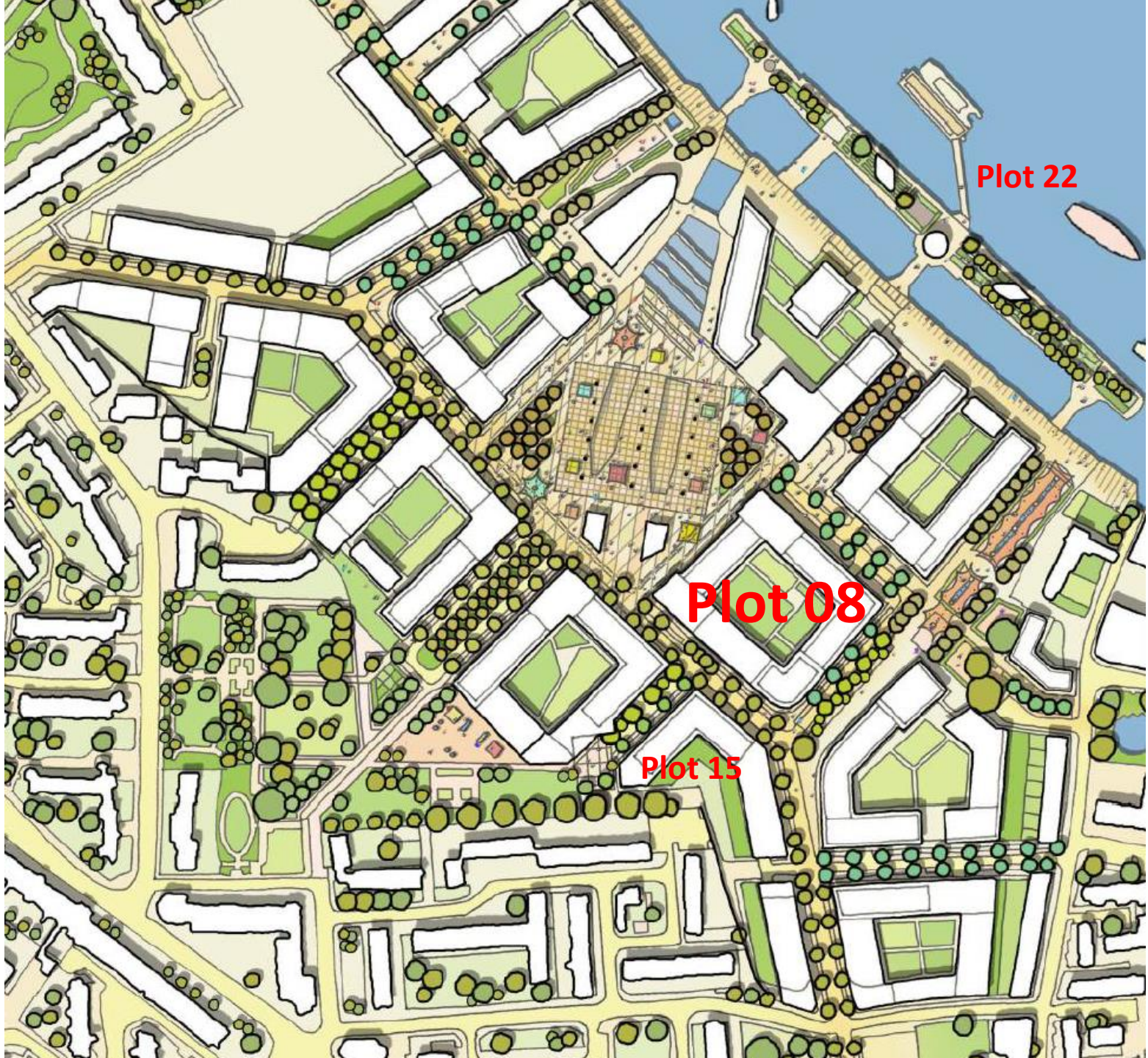
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Convoys Wharf

Plot 08 ref. no. DC/18/107698

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Layout of P08

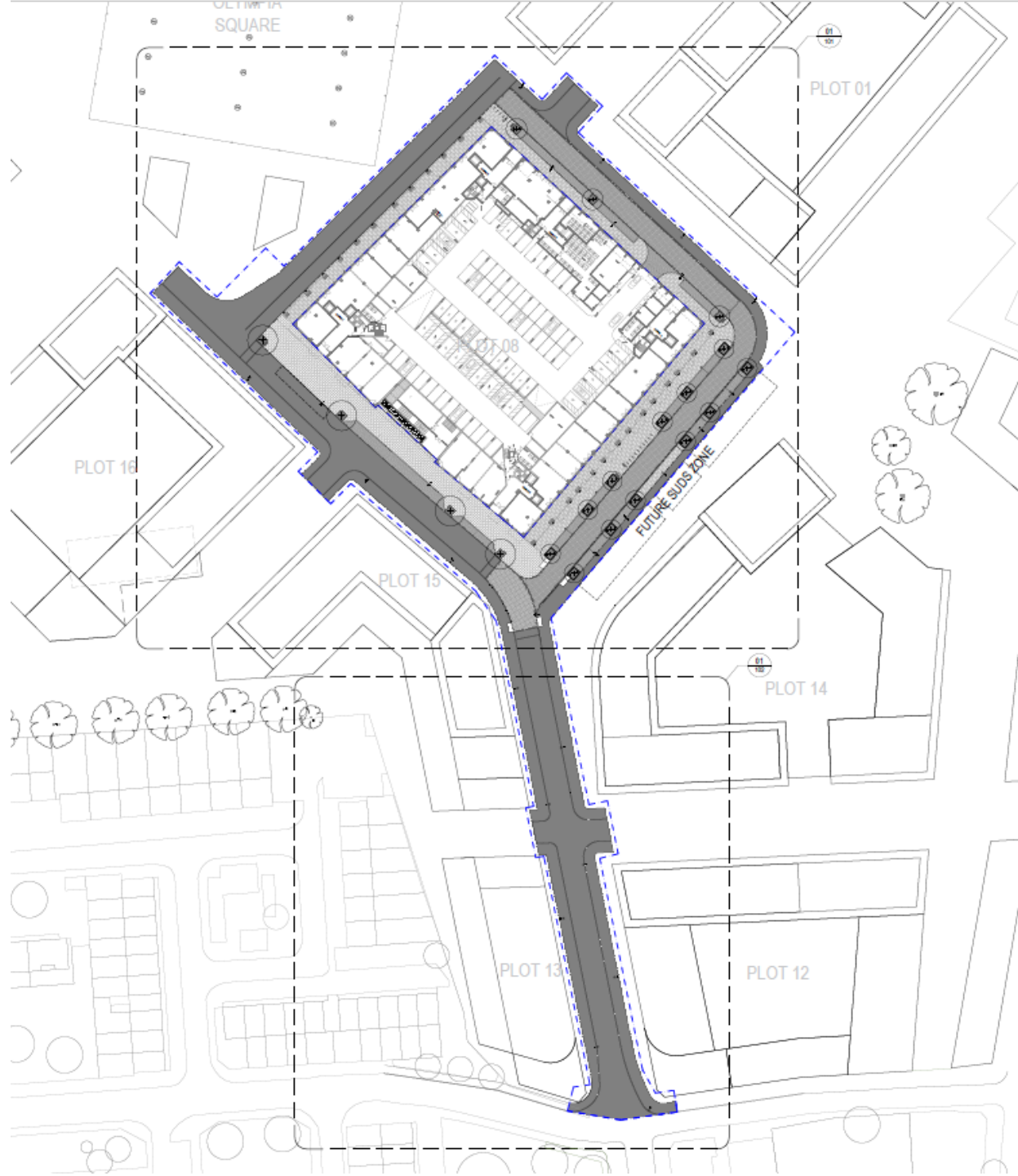


Image of P08 from "Eastgate"



Image of northern elevation



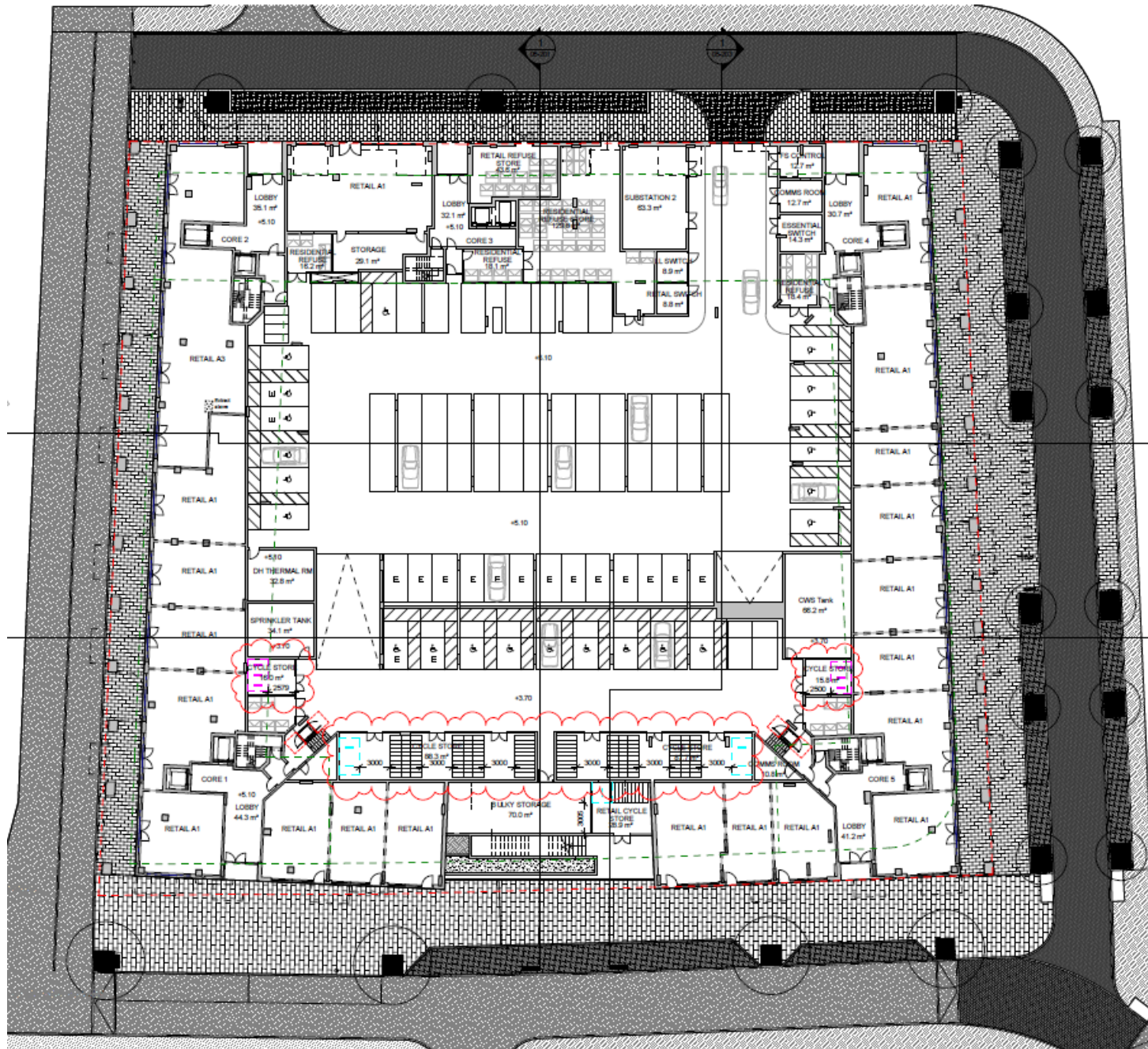
Image of P08 from north (behind PO1 and PO2)



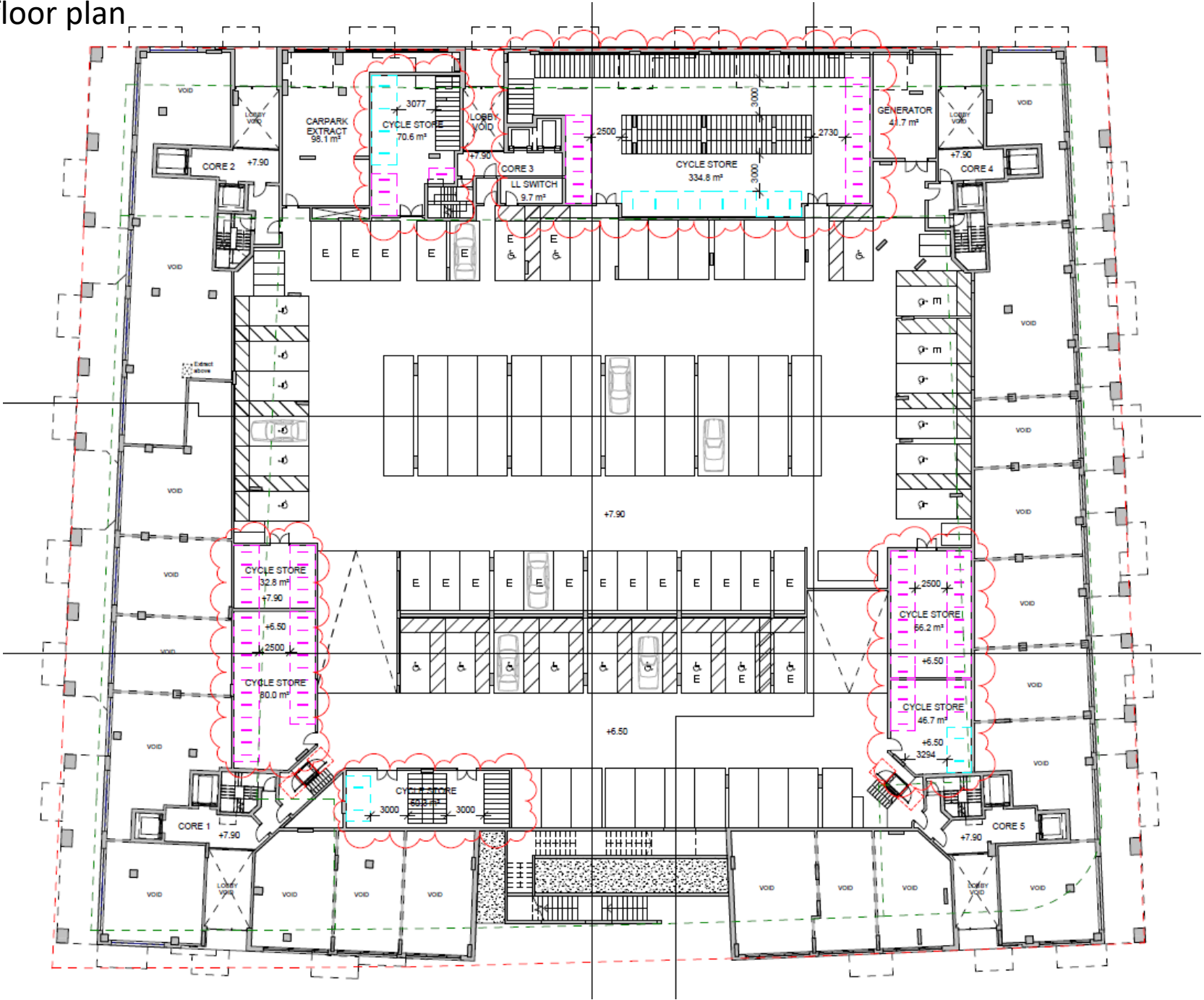
Elevation strategy



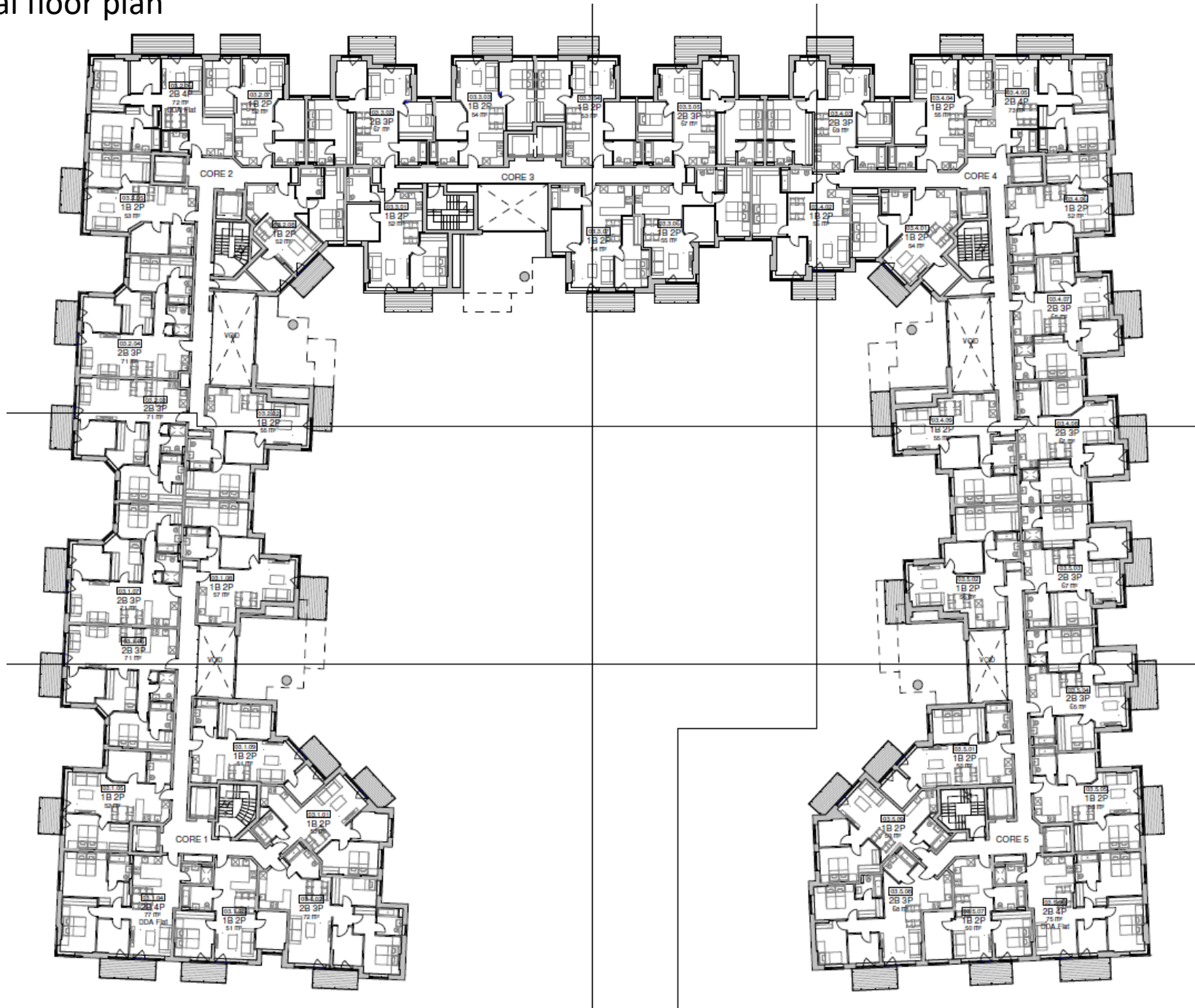
Ground floor plan



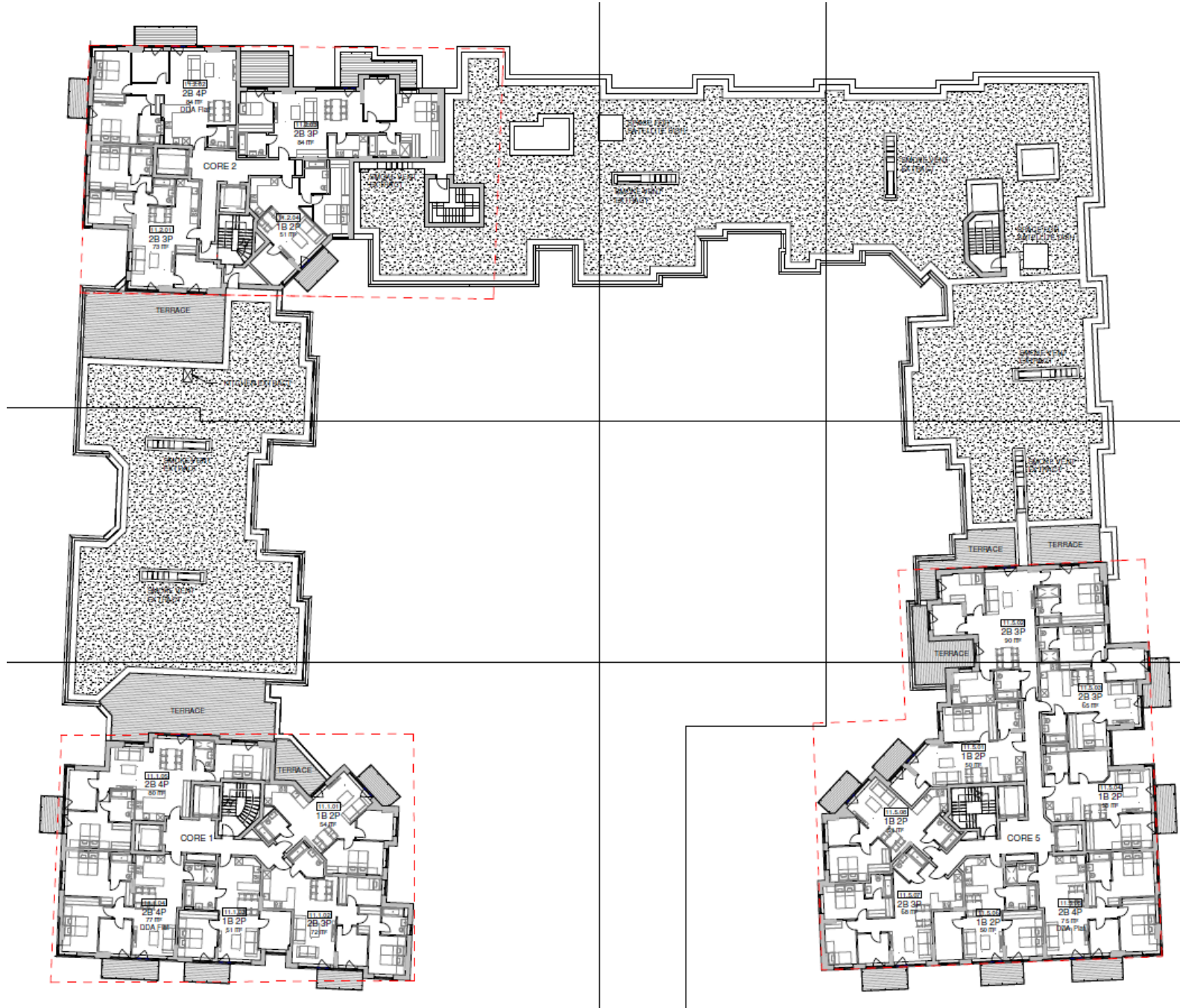
First floor plan



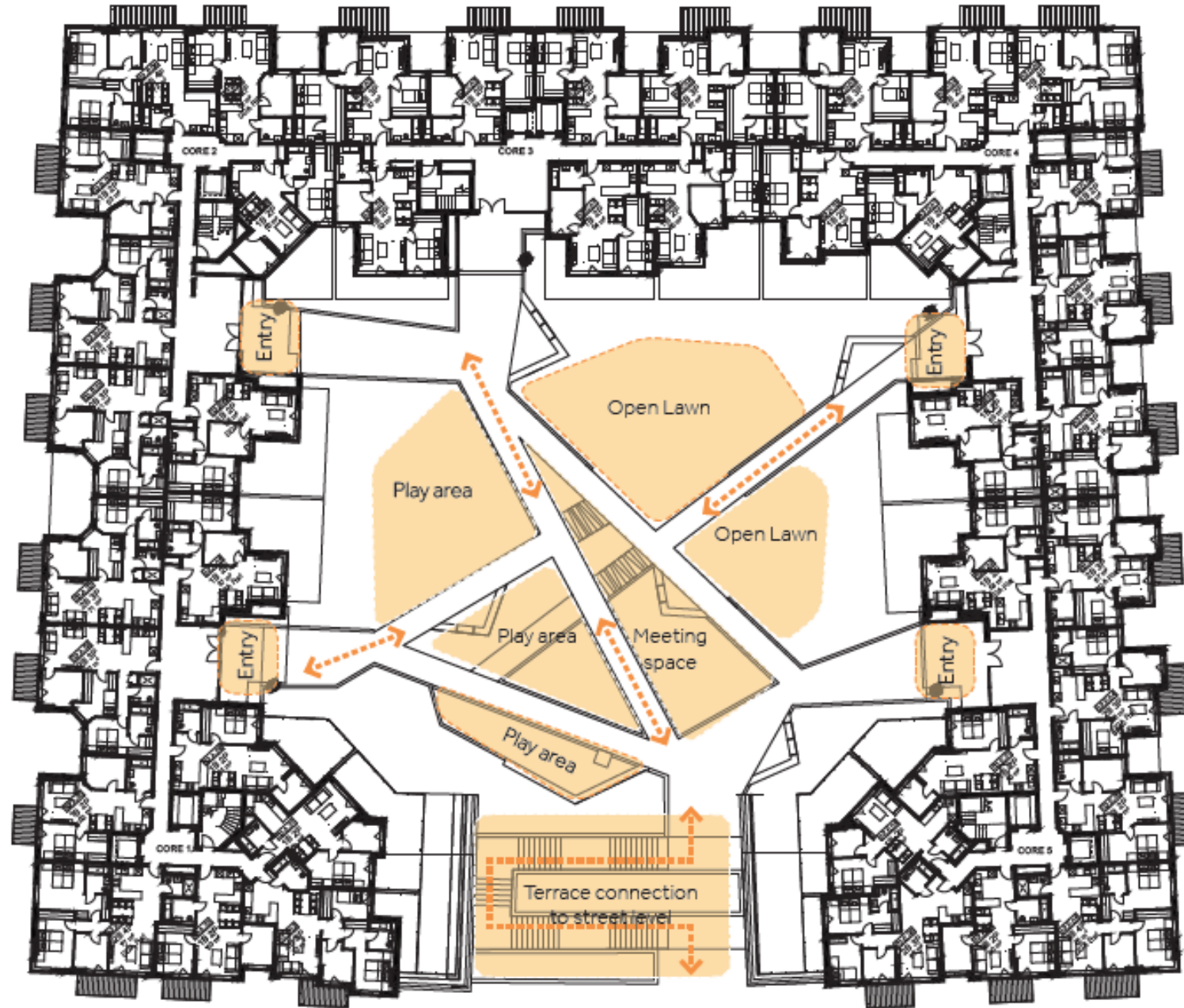
Typical floor plan



12th-13th floor plan



Landscape programme



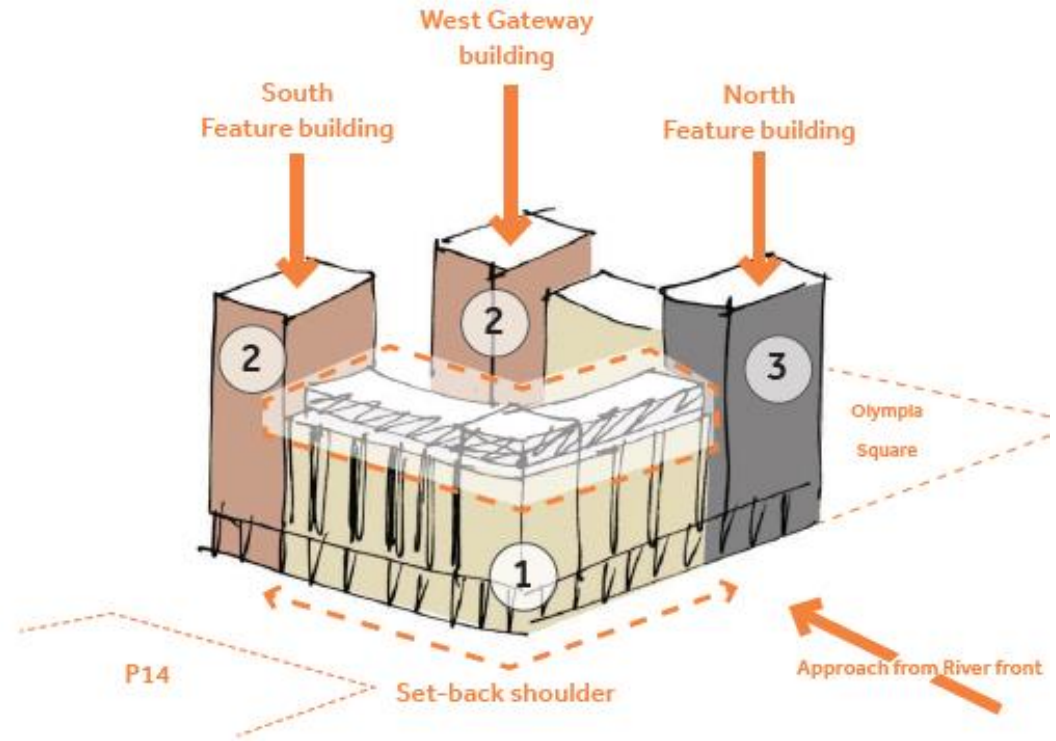
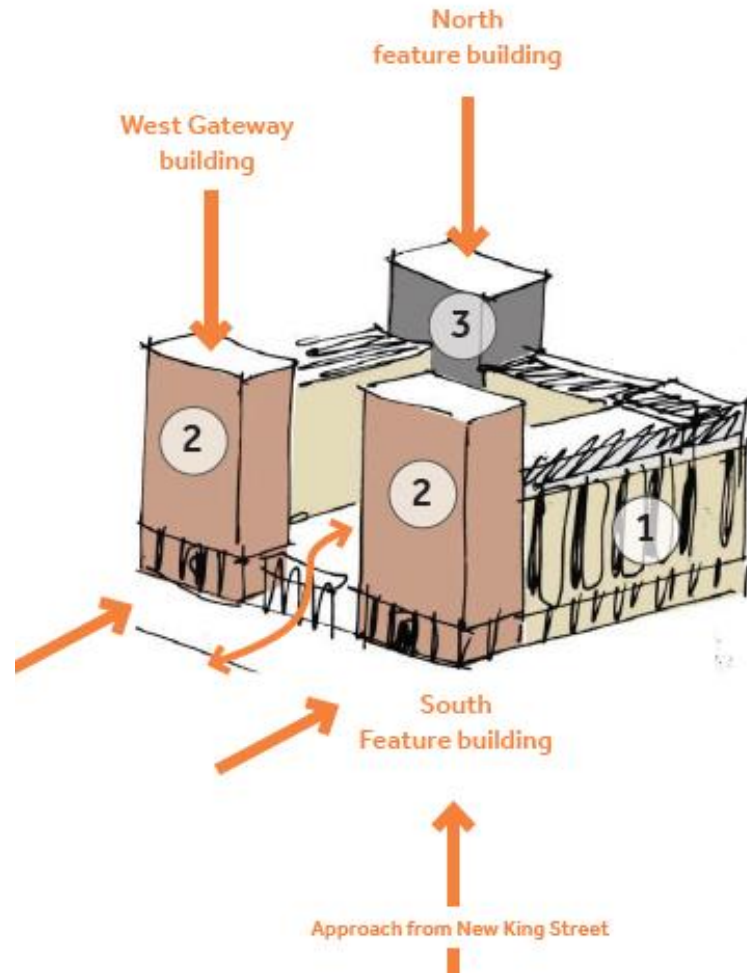
Reuse of timber in landscaping and public realm



3D View showing location of Heritage Interpretation Features

Location and precedent for timber seats

Massing and materiality



Materiality



1. Grey Brick - (eg Pagus Grey/Black).



2. Buff Brick - (eg. Mirato Handmade)



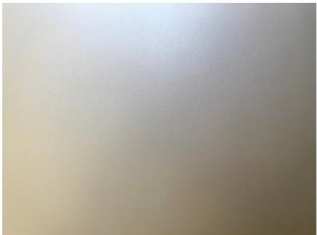
3. Red Brick - (eg. Bamford Blend)



4. Precast Stone - (eg. Wet Cast Portland WP-01)



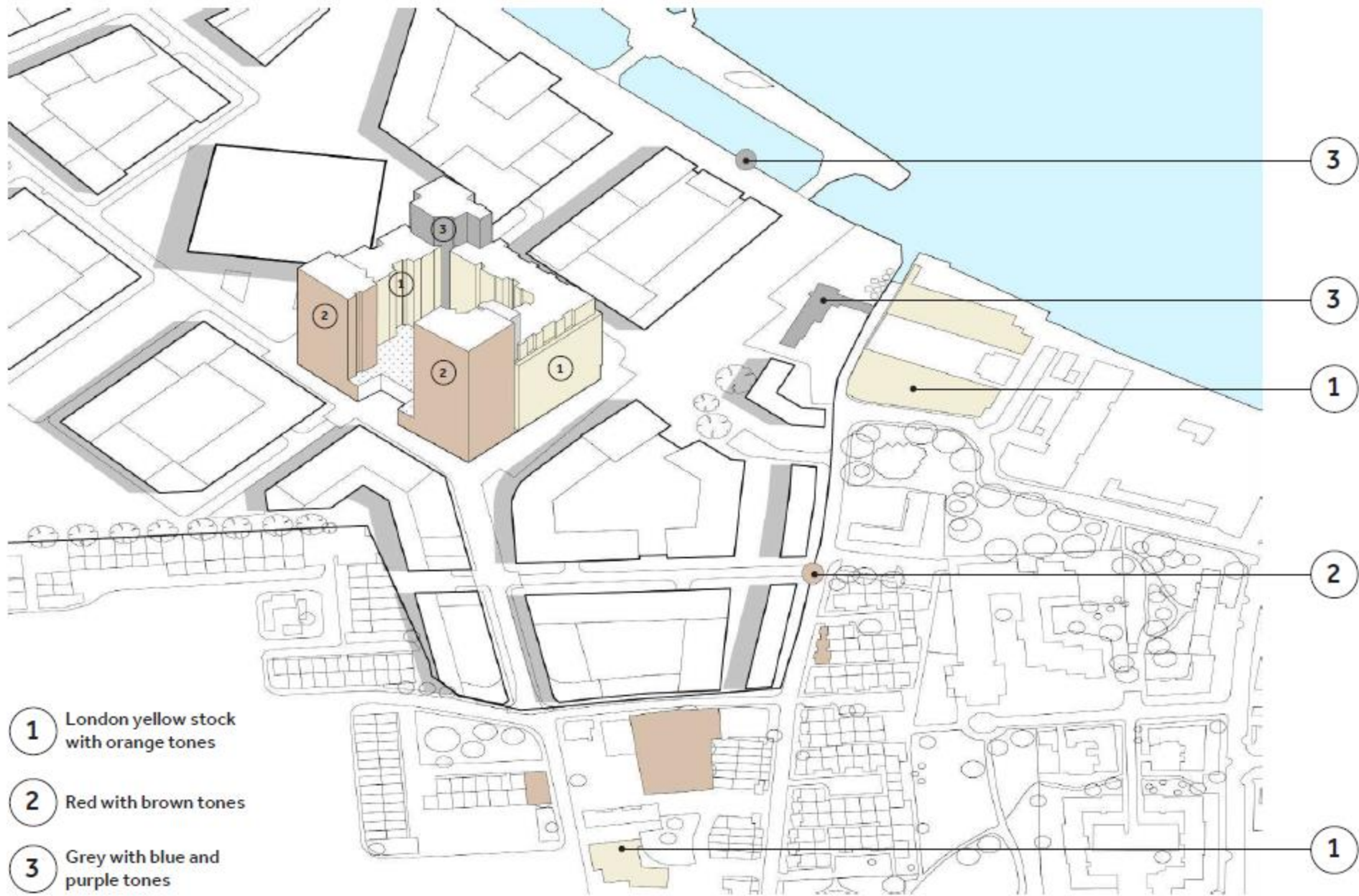
5. Double glazing with anthracite powder coated aluminium framing



6. Metal panel - Champagne Metallic



Massing and materiality



Relationship of P08 colonnade and Olympia Building

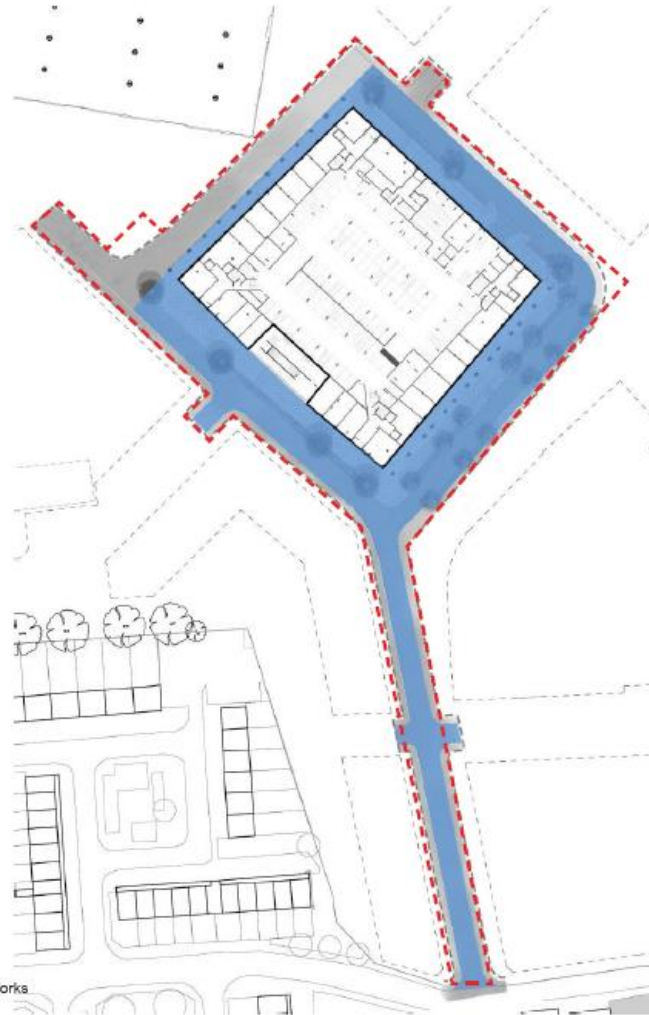


Site wide heritage character areas



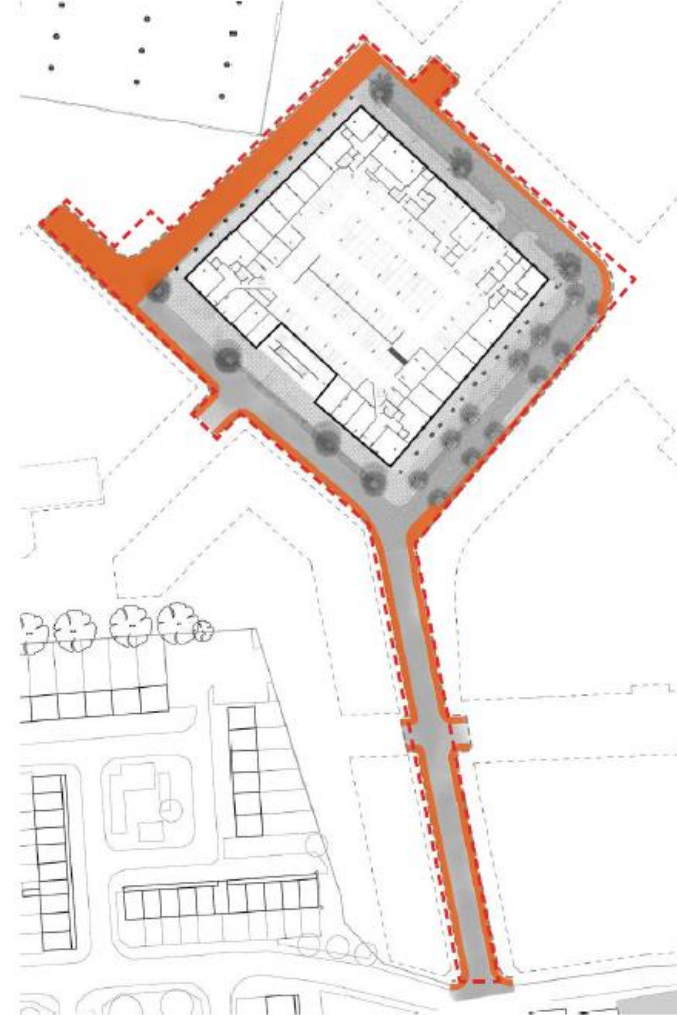
Temporary and permanent public realm

PERMANENT WORKS



KEY:
- - - Plot 8 Extent of Works

TEMPORARY WORKS



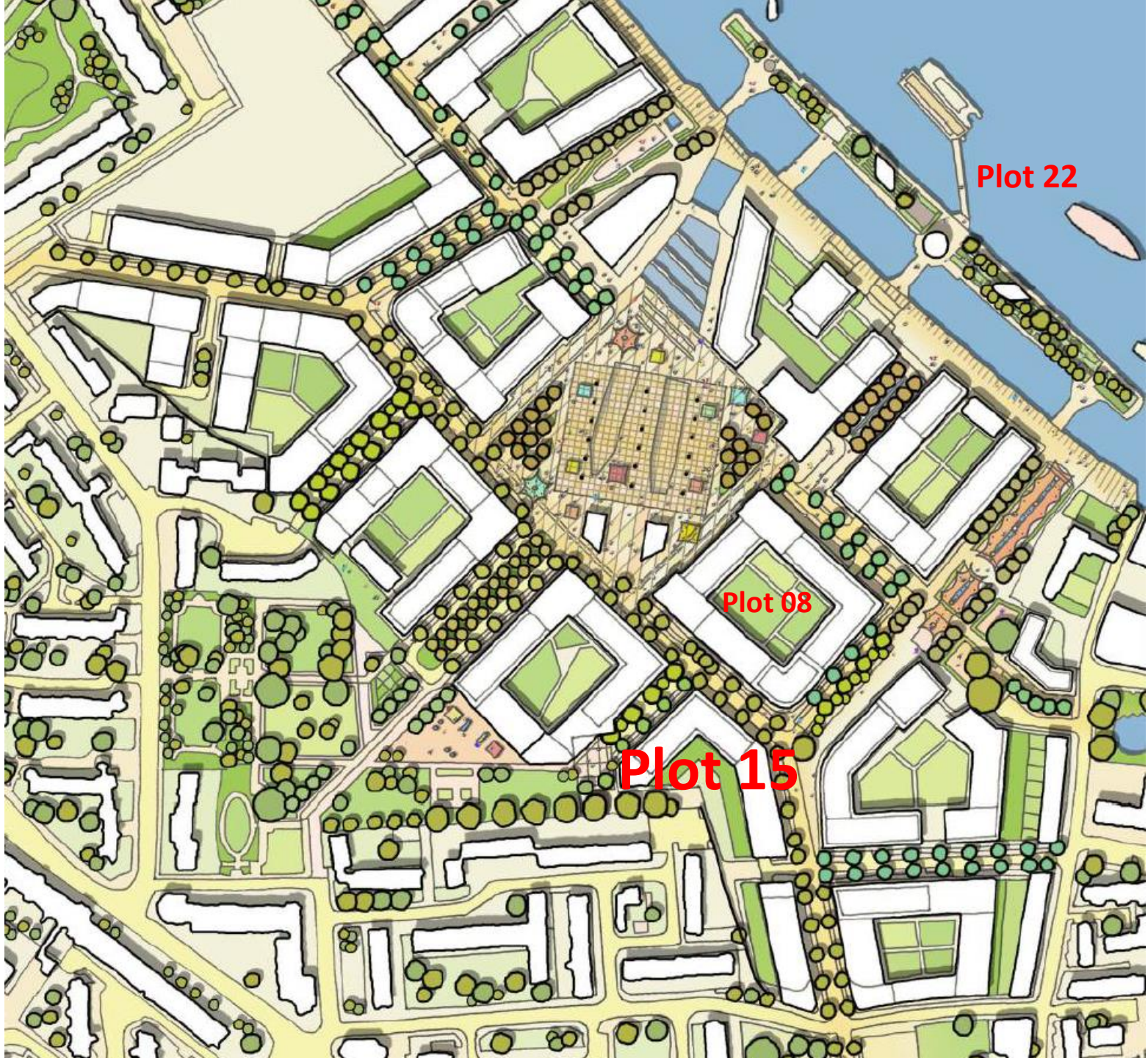
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Convoys Wharf

Plot 15 ref no. DC/19/111912

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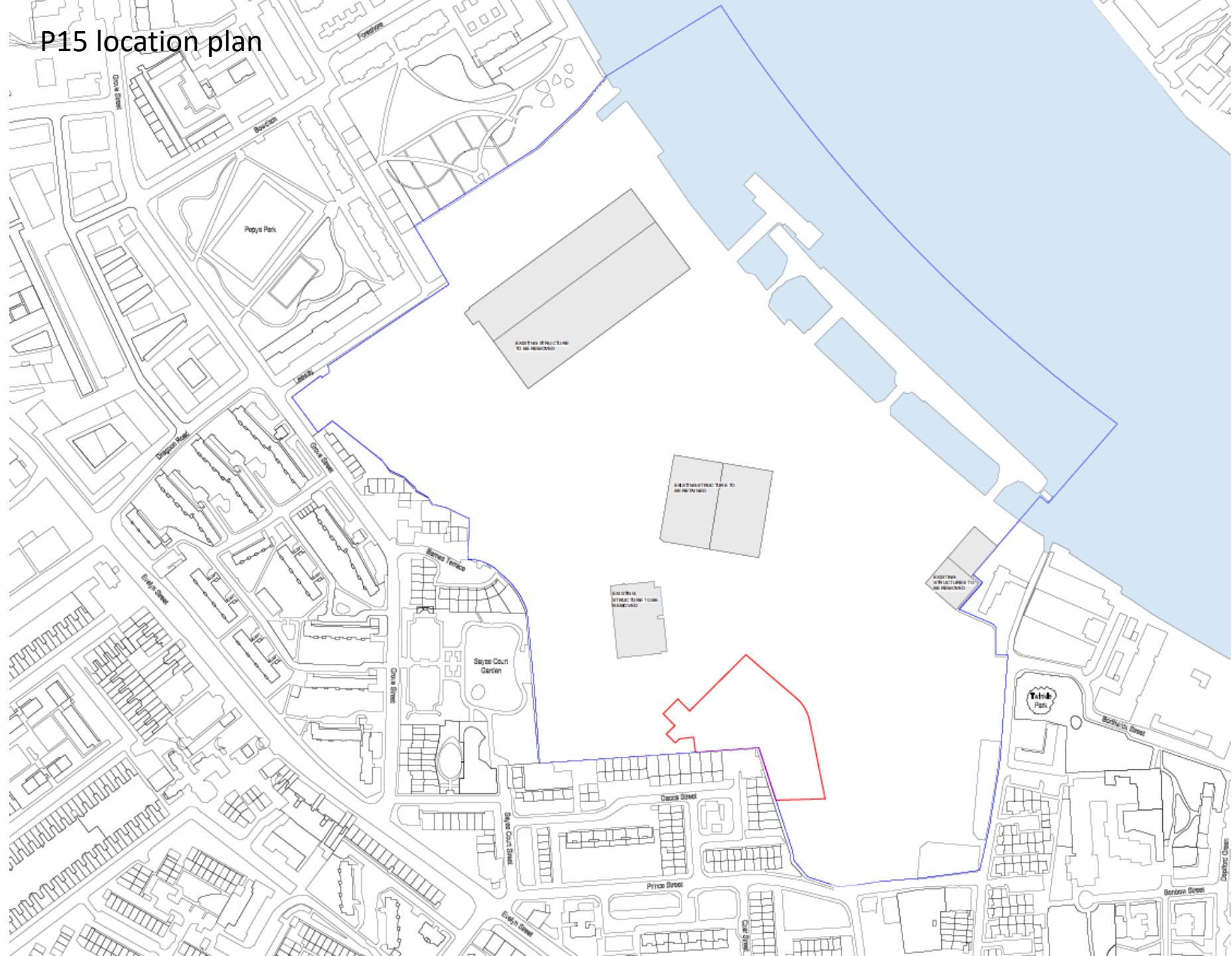


Plot 22

Plot 08

Plot 15

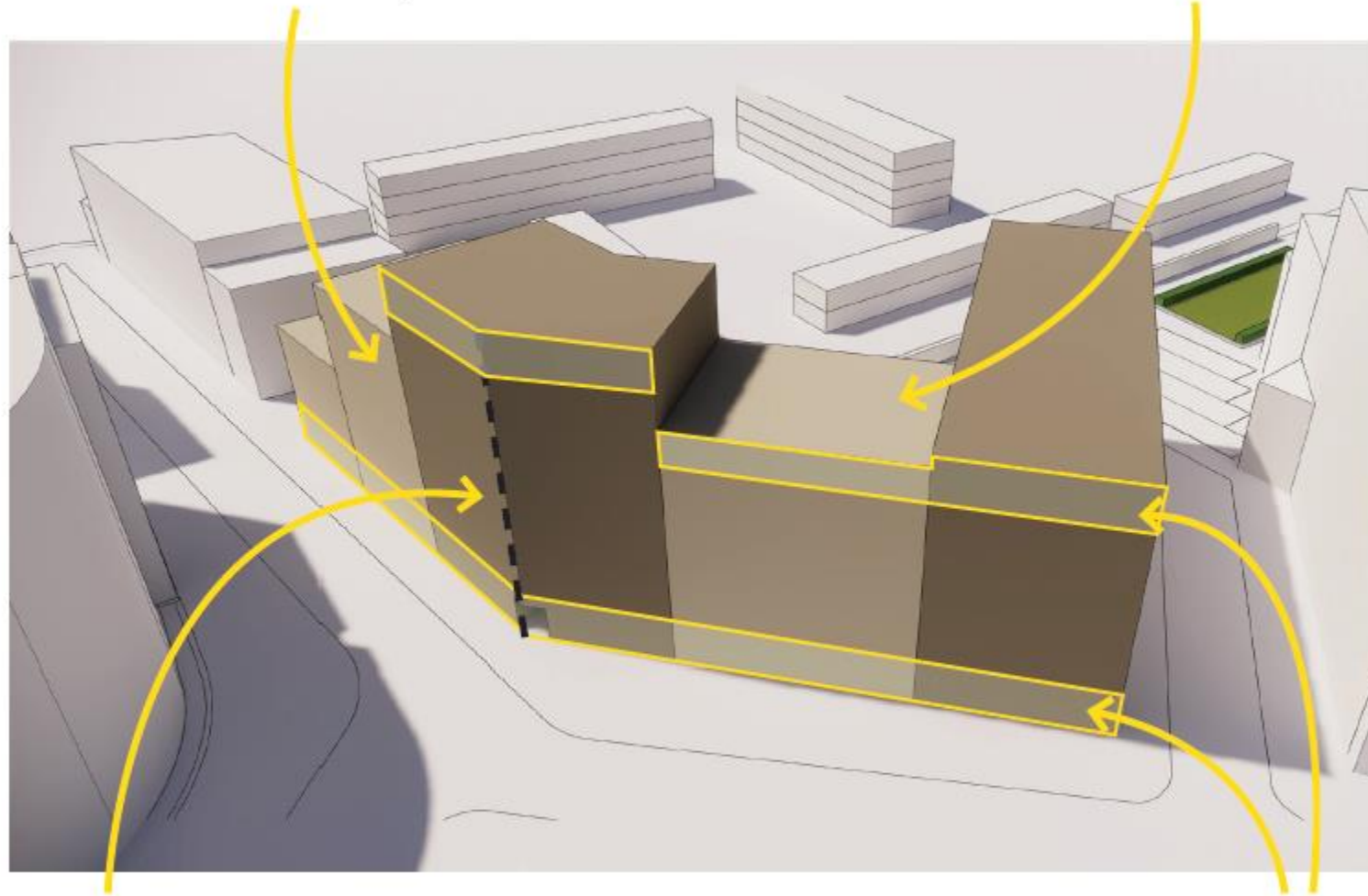
P15 location plan



Elevational strategy

Vertical Facade Emphasis

Breakdown lateral scale:
Frontages and heights



Orientation to focus
on axial view

Bases and Tops

View from north



Aerial image of P15 looking south



View from P15 towards the river



View from along Spine Road (P08 right, P15 left)



View of P15 from Spine Road (looking east)



P15 as viewed from future entrance from Sayes Court Gardens



Bay study



Materiality



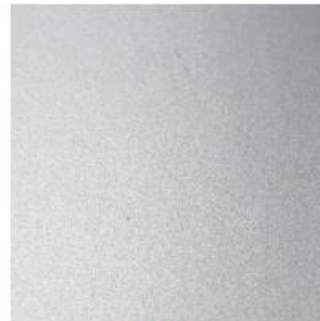
Visualisation of P15 from Royal Caroline Square



1. Red Brick - (e.g Bramford Blend)

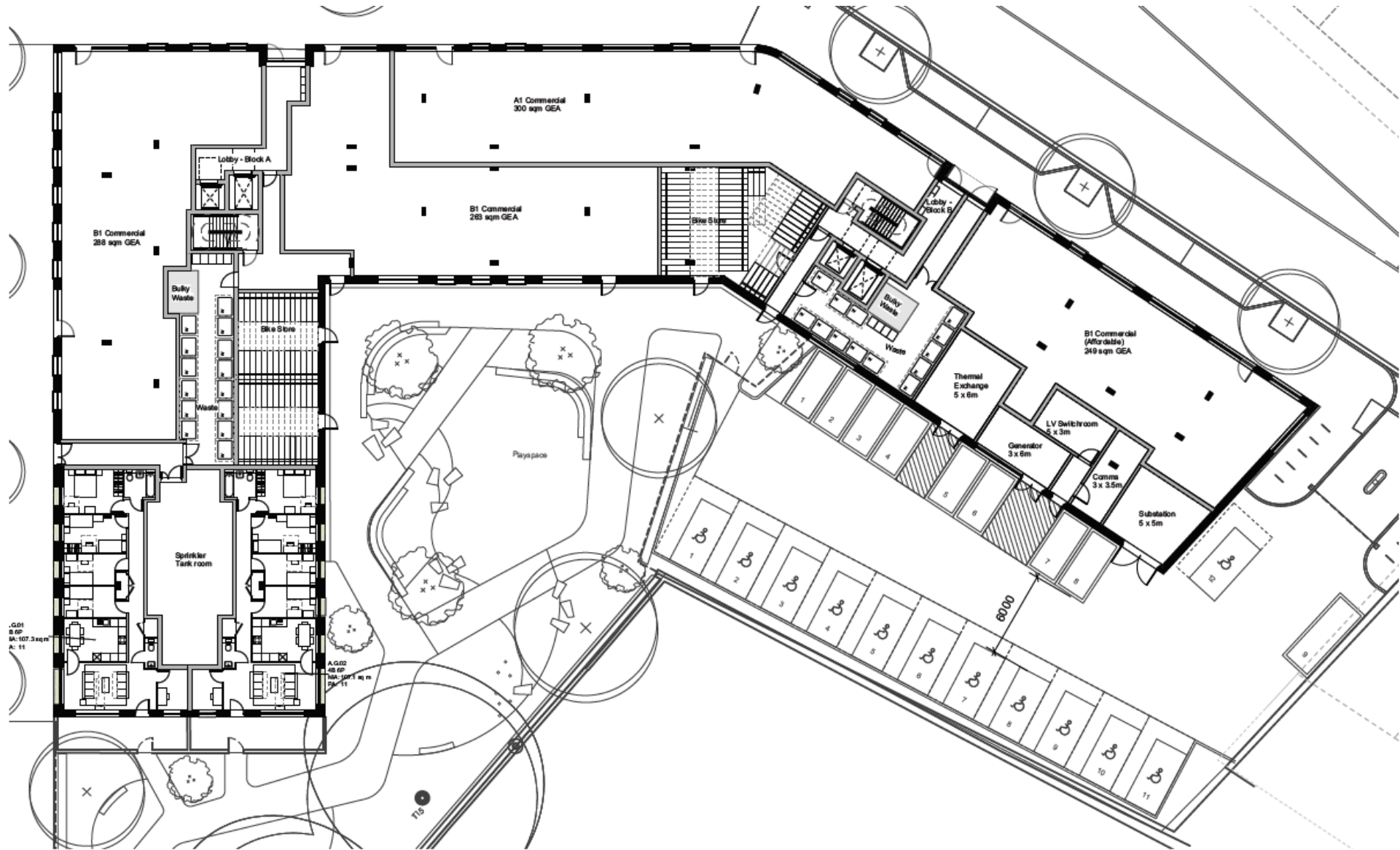


2. Grey Brown Brick - (eg. Wienerber Forum Smoked Prata)

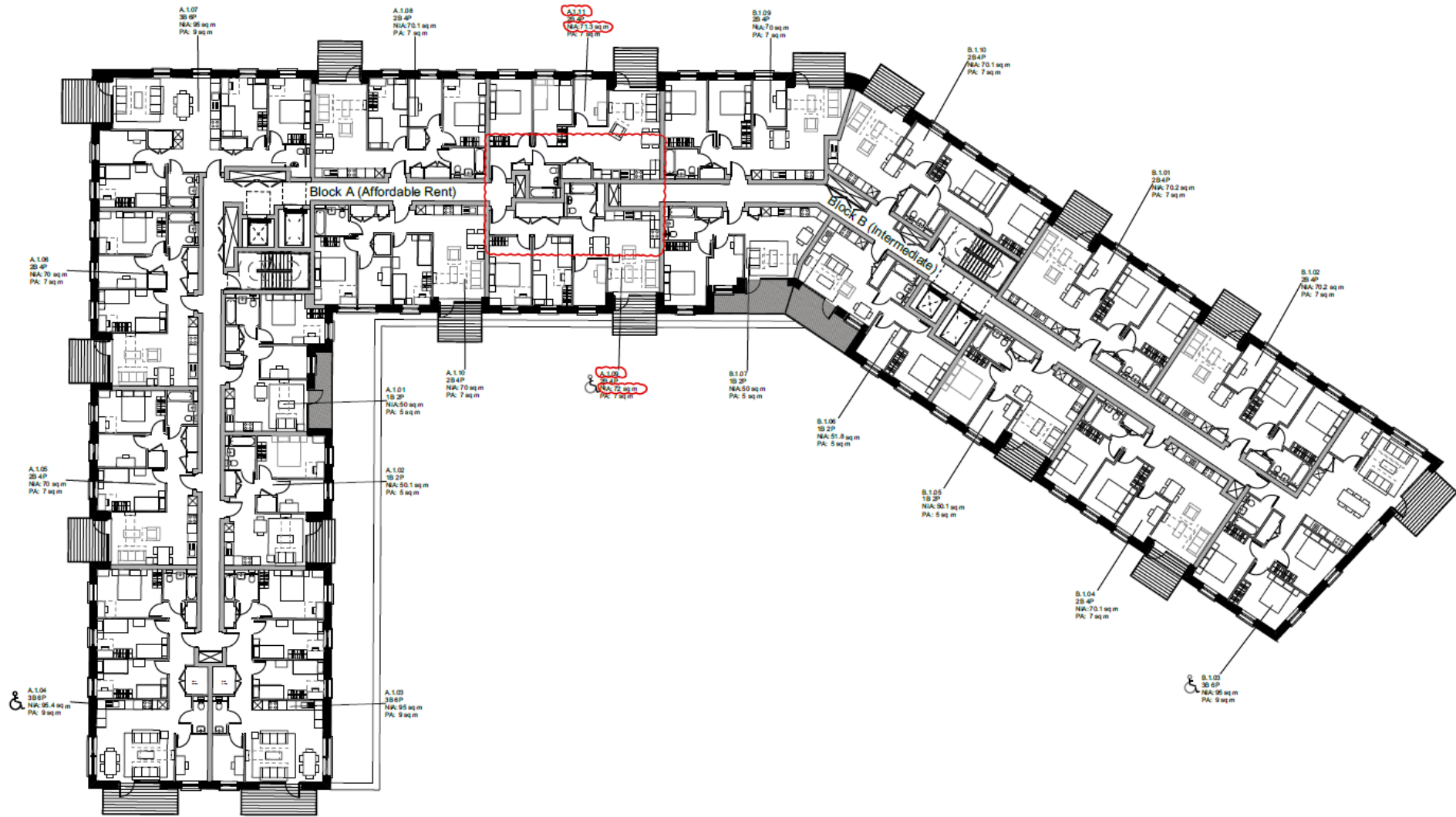


3. Powder Coated Aluminium

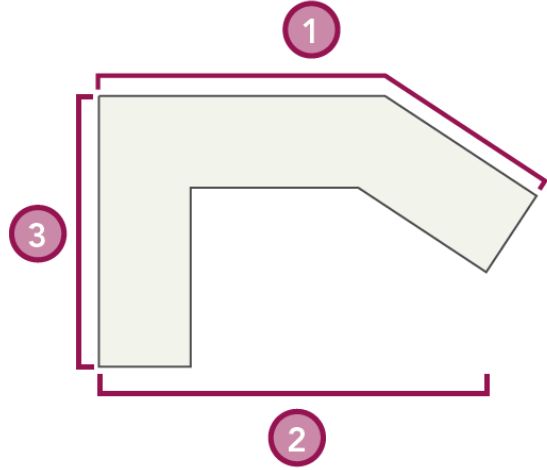
Ground floor plan



P15 Typical floor plan



Elevations



Access and landscaping strategy

- Clearly defined public/private boundaries
- Public access
Pedestrian route
- Residents access route
- Play paths
- Vehicular access
- Key Feature trees
- Medium / Ornamental Garden Trees

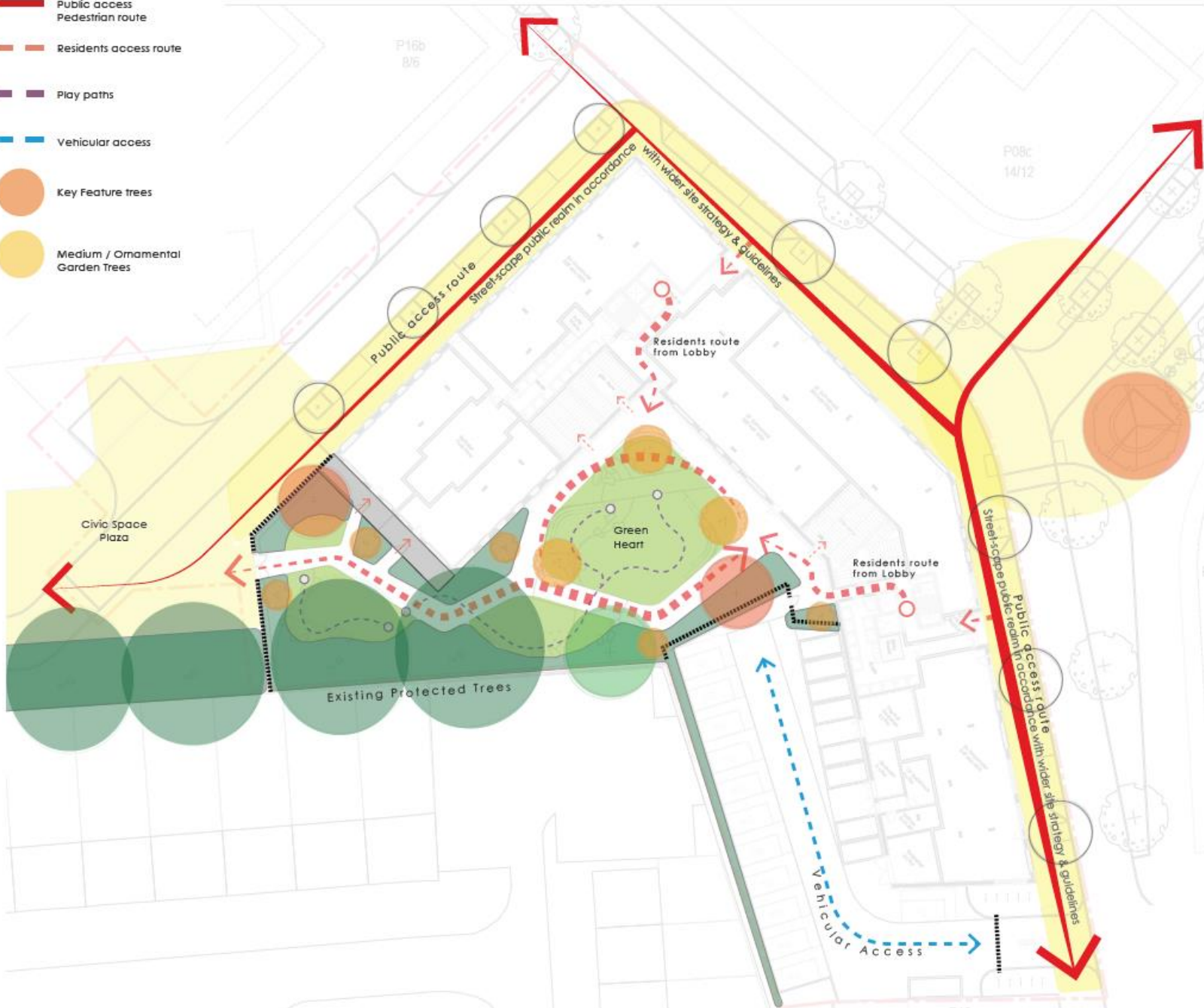


Image of communal amenity area



Image of communal amenity area



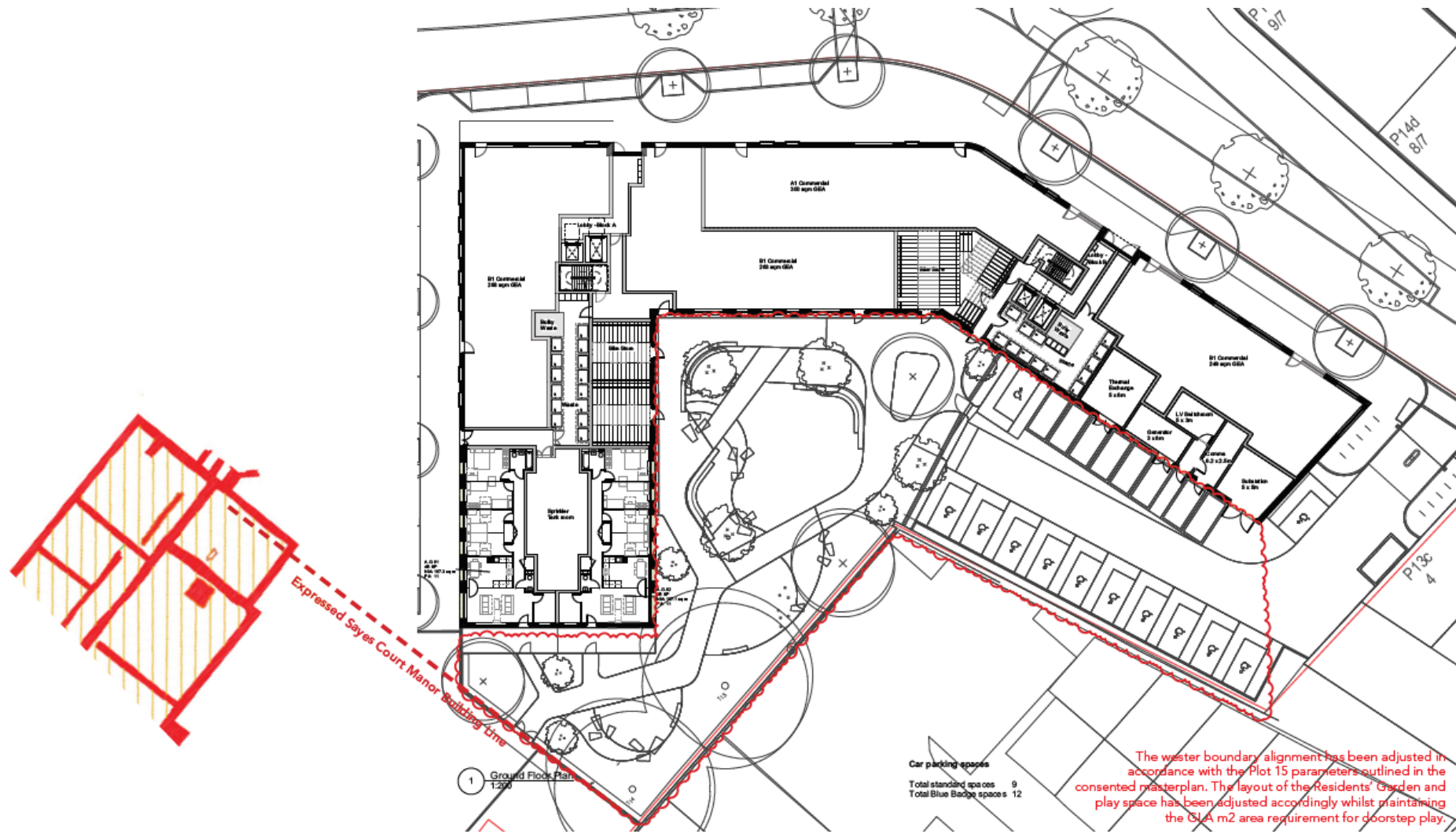
Image of communal amenity area



Image of P15 from "Tsar Peters Square"



Reflection of Sayes Court Manor building line



Reflection of dockyard wall

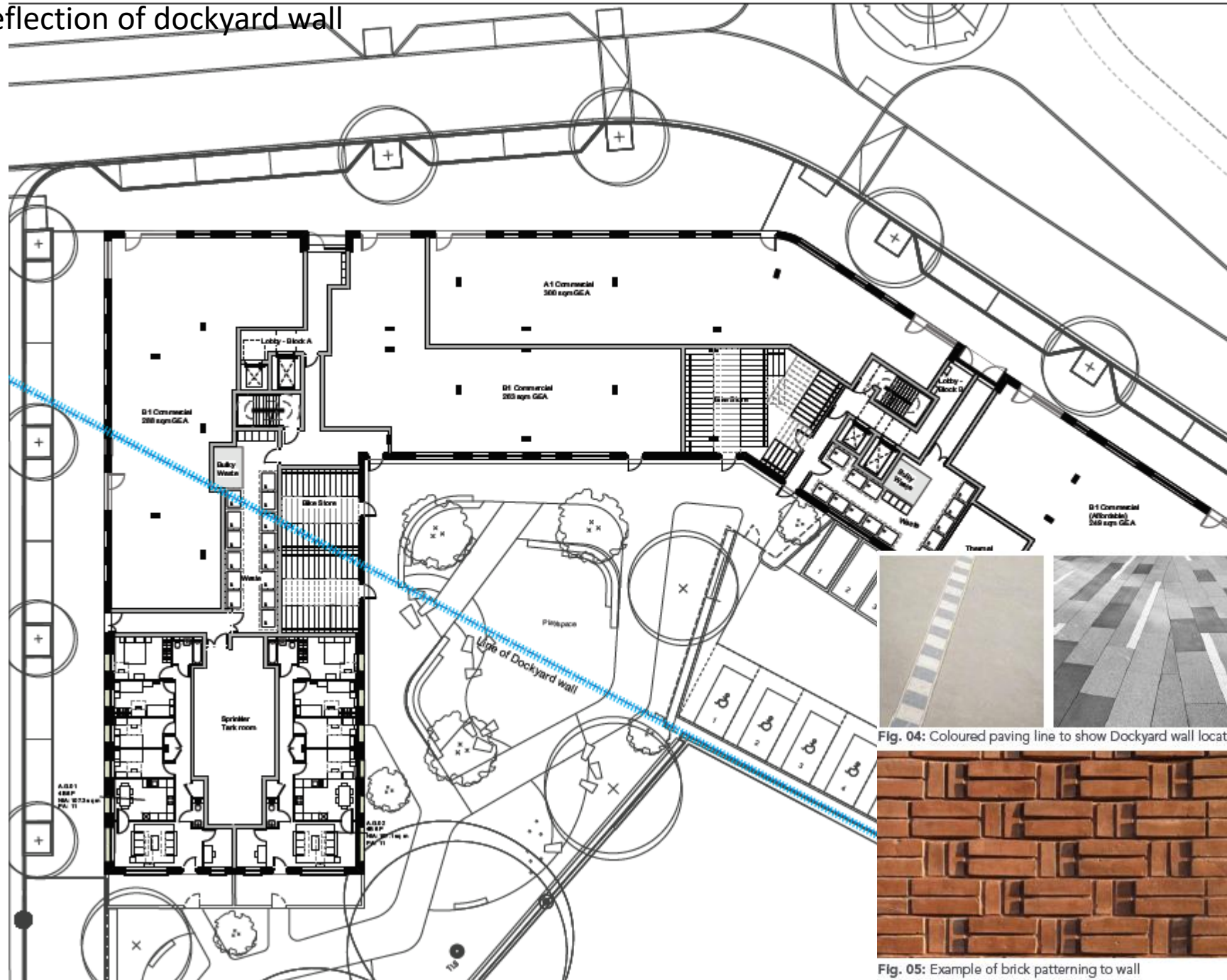


Fig. 04: Coloured paving line to show Dockyard wall location

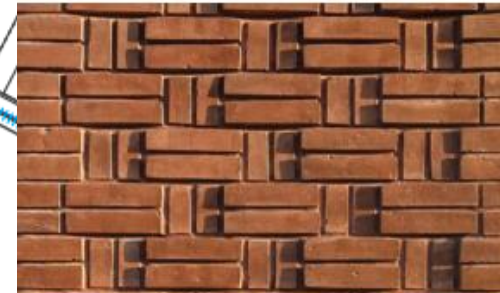


Fig. 05: Example of brick patterning to wall

Planting plan - trees



Existing *Platanus x hispania*



Platanus x hispanica



Koelreuteria paniculata



Malus 'Everest'



Osmanthus burkwoodii

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