

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:

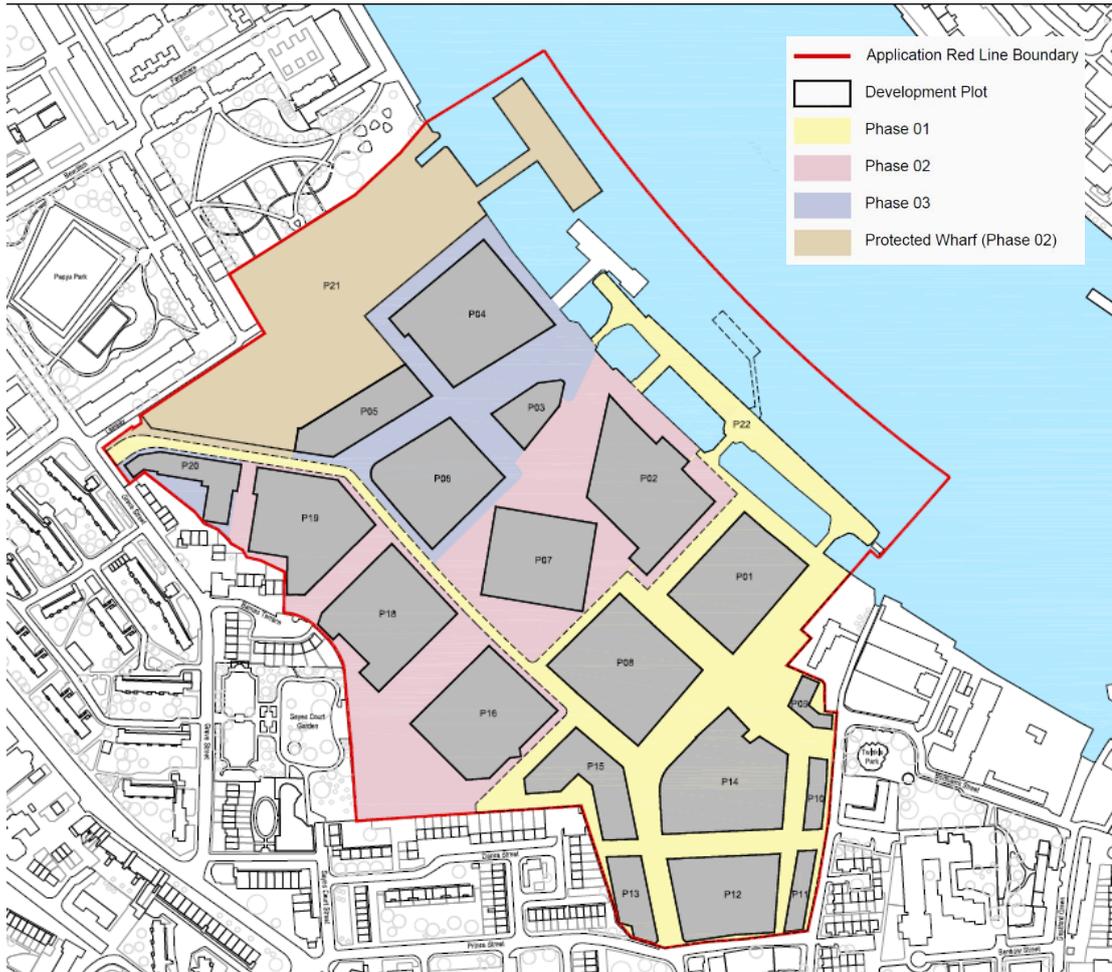


Image 1: Convoys Wharf Outline Plot and Phasing Plan

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 Lenox 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:

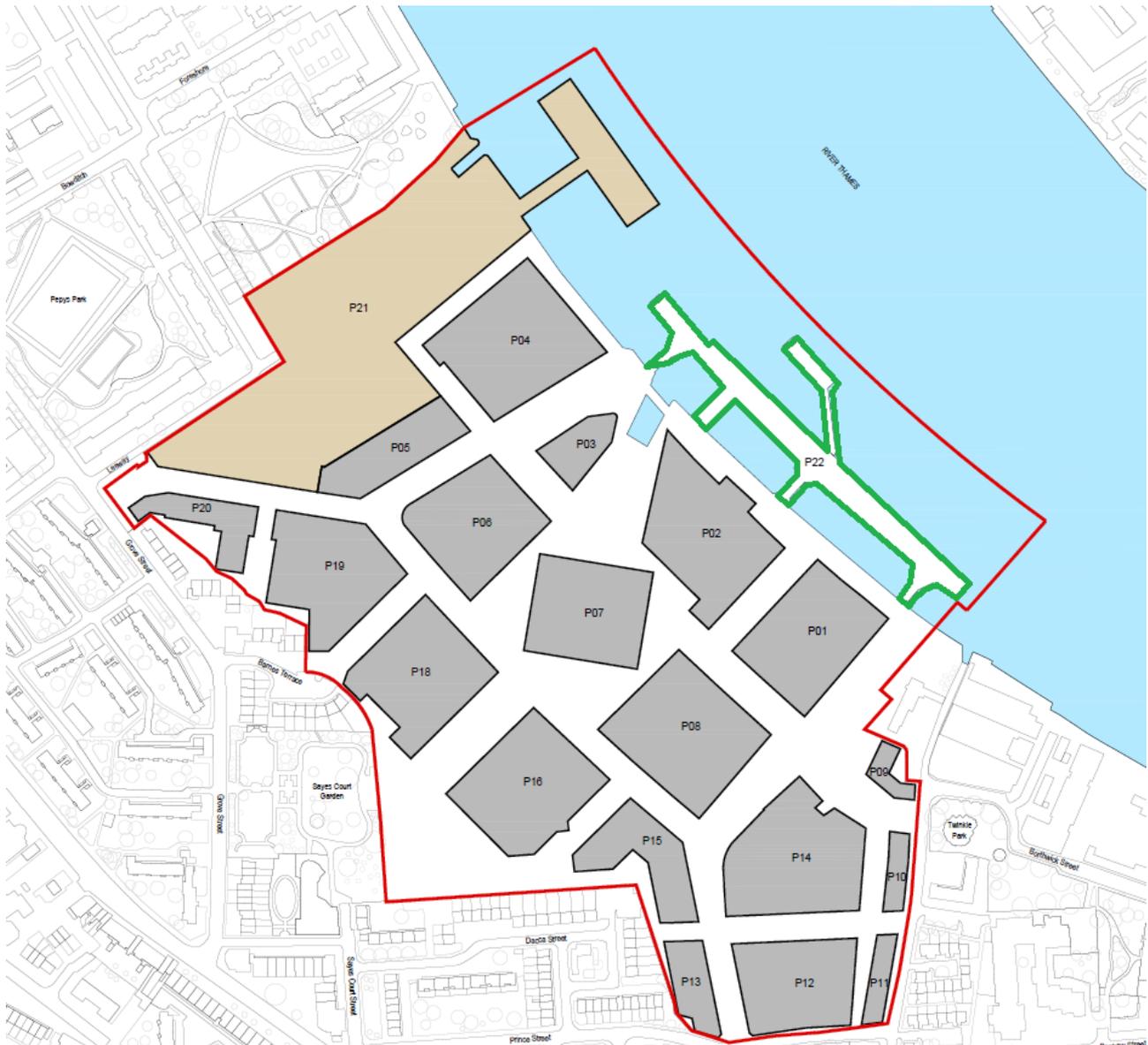


Image 2: Plot 22 (outlined in green) in relation to surrounding development plots

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:

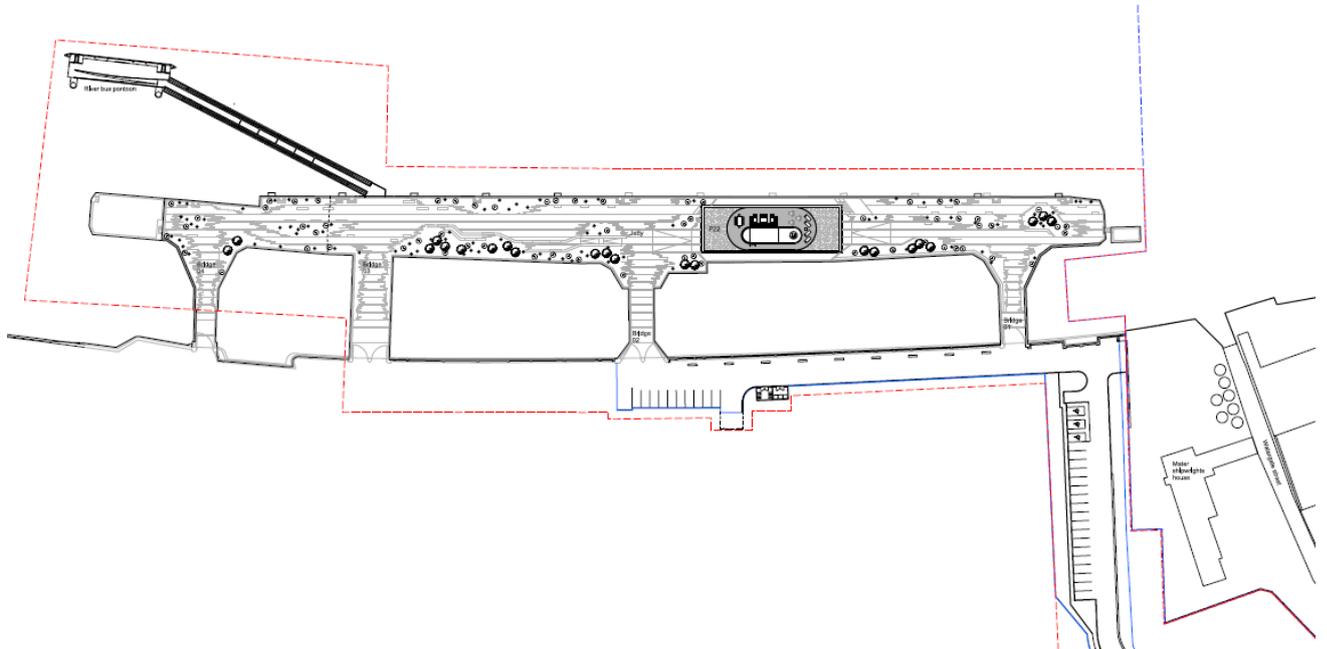


Image 3: Proposed siting and layout at Plot 22

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.

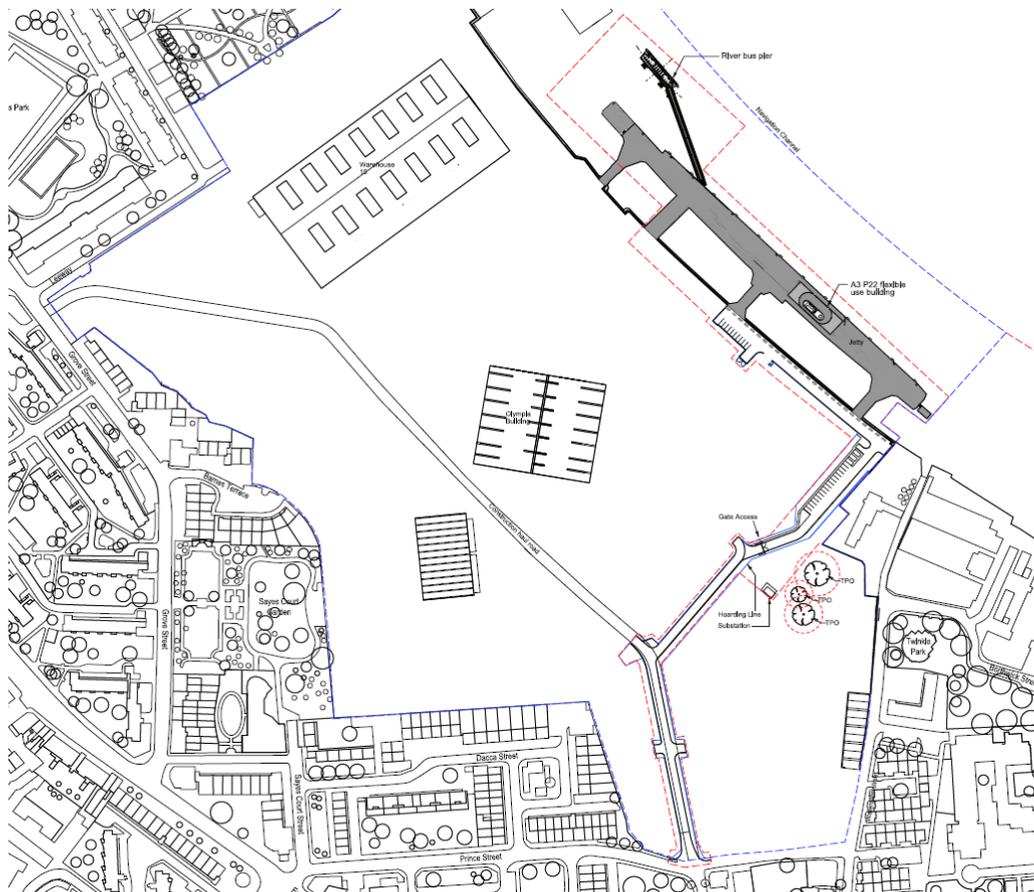


Image 6: Revised access to Plot 22

- 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:

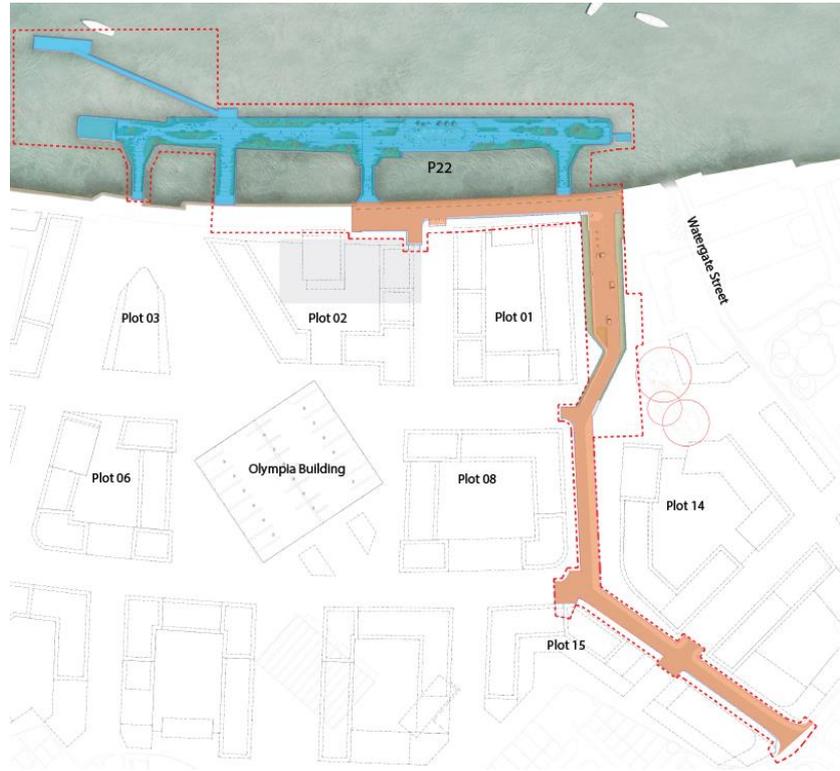


Image 8: Temporary and Permanent Landscaping to P22

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:

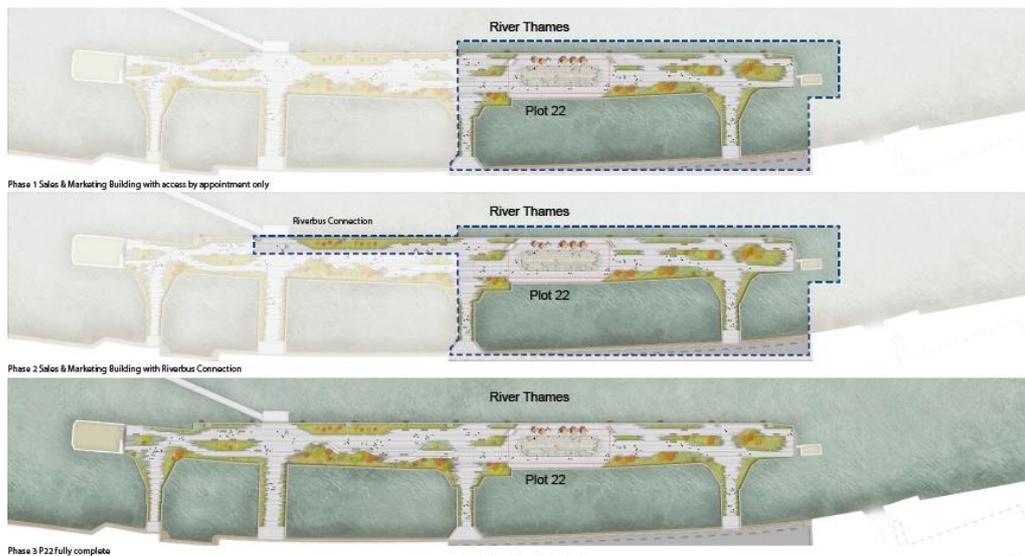


Image 9: Phasing for landscaping provision

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:

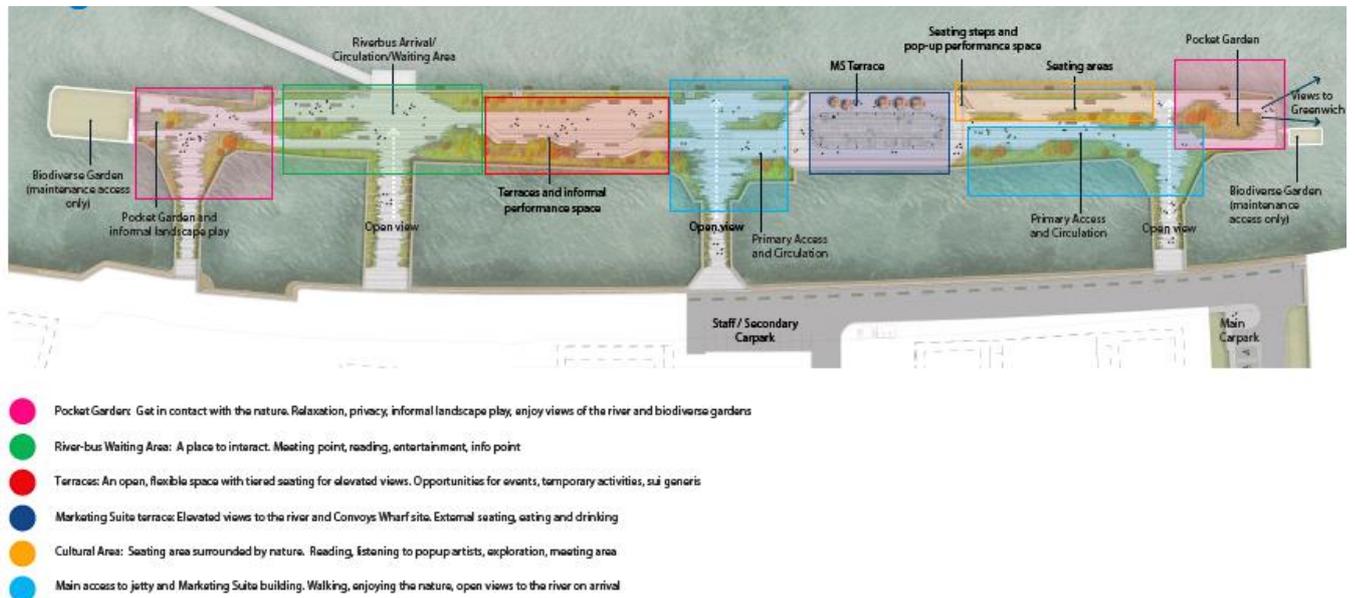


Image 10: Programme of uses and landscaping

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:

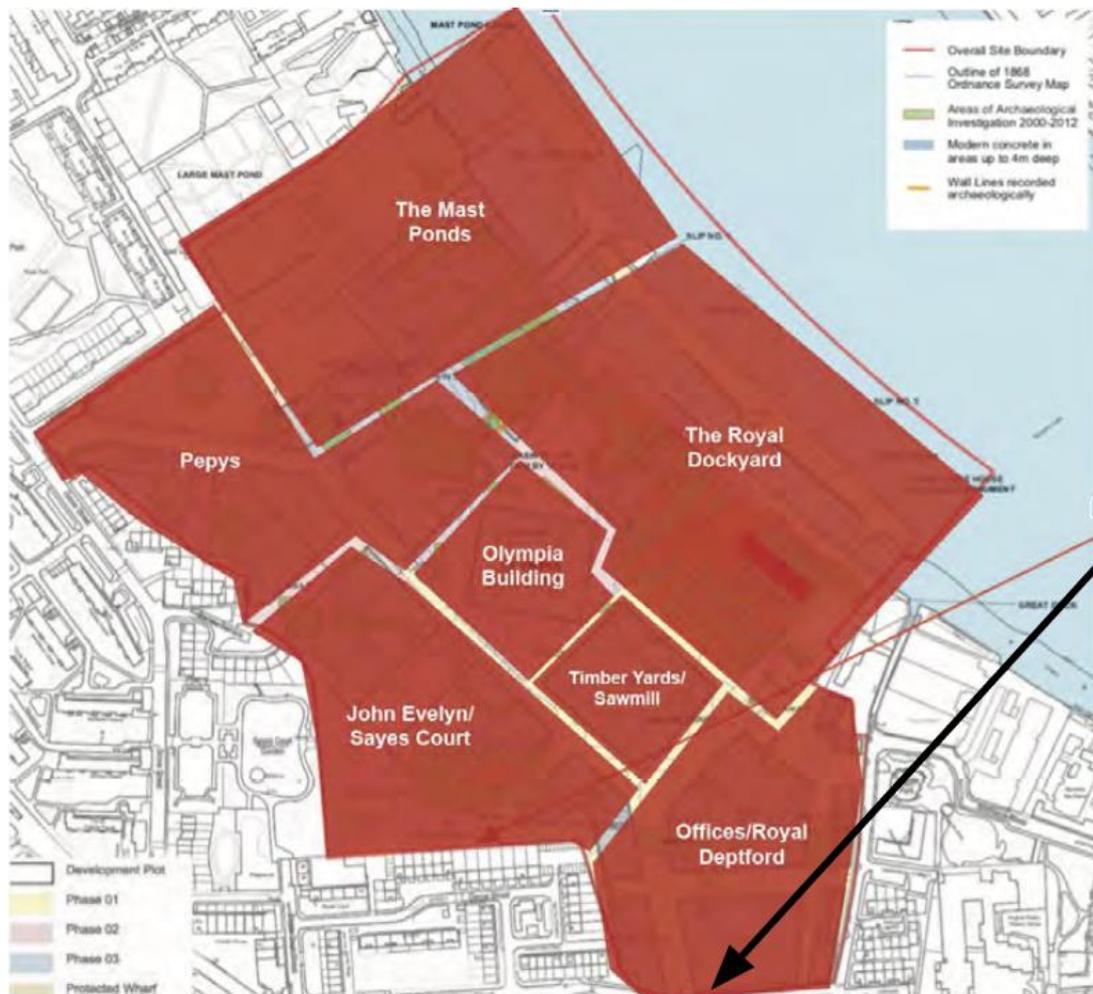


Image 12: Character areas as identified by the Site Wide Heritage Design document

- 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.