

<b>PLANNING BOARD</b>	<b>DATE</b> 28 October 2010
<b>TITLE</b> Proposed hotel and serviced apartments on land to the west of the O2 (known as Plot N0301), Greenwich Peninsula (Ref. 10/0140/F).	<b>ITEM</b> 5
<b>LEAD OFFICER</b> Director of Regeneration, Enterprise and Skills	<b>WARDS</b> Peninsula

I. Decisions Required

I.1 The Board is requested to agree the recommendations set out in Section 3 of the report.

2. Summary

2.1 This report considers an application for full planning permission for a 452 bed hotel with ancillary uses (including a ballroom/special event space, restaurant, meeting rooms and a health spa) 100 serviced residential apartments, associated parking and associated landscaping.

2.2 The application site is located on the northern end of Greenwich Peninsula and measures 3ha in area. It forms part of the much larger area being comprehensively redeveloped in terms of the Greenwich Peninsula Masterplan approved by the outline planning permission granted on 23<sup>rd</sup> February 2004. In terms of the Outline Planning permission, the application site is within that plot shown on the approved parameter plans as Plot N0301.

2.3 Although the application is for full planning permission, the development is still considered to form part of the development that was approved in terms of the MDL Masterplan for Greenwich Peninsula.

2.4 The proposed scheme falls outside the parameters for Plot N0301 that has been approved in outline. The deviation from the outline parameters relates to the building siting, building footprint and massing as well as the introduction of a residential (C3) use on the site. The 100 serviced residential apartments will be in addition to the circa 10,000 residential units granted outline consent in the Masterplan.

- 2.5 The full response to public consultation is set out in the report. The application was subject to three rounds of consultation as the scheme was amended twice after its initial submission. The most significant amendments included transforming the curvature of the western façade of the 3 storey podium building housing the ballroom from a concave to a convex shape; the addition of a convex-shaped curve to the north-western façade of the serviced apartment tower; the increase in the height of the tower by 6.3m (the equivalent of approximately 2 storeys); the increase in the size of the ballroom roof terrace; elevating the pedestrian link between the hotel and the serviced apartments; changes to the landscaping strategy; and, revisions to the proposed external materials.
- 2.6 The report details all relevant national, regional and local policy implications of the scheme, including supplementary planning guidance. Site Proposal mu 19 in the UDP allocates the land uses granted in terms of the outline permission for the Greenwich Peninsula Masterplan for the site. The outline permission allocated a hotel use to this site (PlotN0301). The site is within the Greenwich Peninsula Framework Area which forms part of a Thames Gateway Area of Opportunity in the London Plan.
- 2.7 The application is considered acceptable and is recommended for approval subject to conditions, satisfactory completion of a Section 106 Legal Agreement and referral to the Mayor of London.

### 3. Recommendation

- 3.1 The Board is requested to grant planning permission for the development of:
- (i) a 452 bedroom hotel with ancillary uses including a ballroom/special events space, restaurant, bar, health spa and meeting facilities;
  - (ii) a 100 unit serviced residential apartment block;
  - (iii) associated landscaping including 1.55ha of public/private landscaped area; and,
  - (iv) associated parking.

subject to:

- (i) Referral of the application to the Mayor of London as required under the terms of The Town and Country Planning (Mayor of London) Order 2008.

- (ii) Conditions and informatives set out in sections 3.2 and 3.3 below.
- (iii) The satisfactory completion of a legal agreement to secure the planning obligations set out in section 3.4 below.

## 3.2 Conditions

### Approved Plans

1. The development hereby permitted shall be carried out in accordance with the following approved plans: X101A; X102A; X110; P101B; P102C; P110B; P111B; P112B; P113B; P114B; P115B; P116A; P117A; P118A; P119B; P130A; P131A; P132A; P133; P150B; P152B; P153B; P154B; P155A; P156; P157; P158; P170B; P171C; P172C; P173C; P175B; P176B; P1000A; P1001A; P1002A; P1003A; P1004A; P1005A; P1006A; P1007A; P1008A; P1009C; P1010A; P1600B; P1602B; P1603A; P1604B; P1605A; P8001B; P8002B; P8003B; P8004B; P8005B; P8006A; P8007A; P8008A; P8010A; P8011B; P8012B; P8013; P8014; Proposed Areas Schedule Rev A.

*Reason: For the avoidance of doubt and in the interests of proper planning, to ensure that the development is implemented in accordance with the approved plans and to ensure compliance with Conditions H7, H8, H9, H11, H12, H15, H17, H19, O15, O16, O18, O21, O24, E1, E3, E5, E6, E7, E9, E11, E12, E14, E15, E17, E19, D1, D3, D4, D5, D7, D8, D25, D27, D28, M1, M6, M19, M23, M25, M26, M27, M29, M32, M33, TC16, T1, T3, W2, W3, W5 of the Unitary Development Plan.*

### Environmental Report/Statement

2. The mitigation measures shall be carried out in accordance with the details proposed in the Environmental Report dated January 2010 and the Environmental Report Addendum dated July 2010 hereby approved (that references the Environmental Statement dated December 2002).

*Reason: To ensure that the development is carried out in accordance with the principles of mitigation set out in the Environmental Report in order to minimise the environmental effects of the development and in compliance with Policy SE2 of the Unitary Development Plan 2006.*

### Access

3. Full details of the vehicular access to the site shall be submitted to and approved by the Local Planning Authority, and thereafter be implemented in strict accordance with the approved plans and specifications, prior to the commencement of demolition and/or construction work in respect of the development hereby approved

(or such other date or stage in the development as may be agreed in writing with the Local Planning Authority). The following details shall be included in such a submission.

- Detailed highways plans and specifications for the construction of the vehicular access to the site off Drawdock Road.
- Full details of the phasing as well as plans and specifications for the provision of strategic pedestrian and vehicular access routes to the site in accordance with the details shown in the Design and Access Statement.

*Reason: In order to achieve safe movement for pedestrians, cyclists and vehicles and ensure compliance with Policies M1, M32, M33 of the Unitary Development Plan 2006 and Policies 3C.21 and 3C.22 of the London Plan 2008.*

#### Facing Materials

4. Full details, including samples, of facing materials to be used on the buildings and all other finishing materials, shall be submitted to and approved by the Local Planning Authority before the relevant part of the development is commenced.

*Reason: To ensure that the appearance of the development is satisfactory and that it contributes to the character and appearance of the area in accordance with Policy D1 of the Unitary Development Plan.*

#### Land Uses

5. The total floor area to be developed on the site shall not exceed 60,000sq.m.

*Reason: To ensure compliance with Policies STC2 and Site Proposal mu19 of the Unitary Development Plan 2006.*

#### Secured by Design

6. The applicant shall obtain 'Secured by Design' Certification for the development hereby permitted, a copy of which must be submitted to the Local Planning Authority within 3 months of the completion of the relevant part of the development.

*Reason: In order to ensure that the development is designed to provide for and improve personal safety and security in compliance with policy D7 of the Unitary Development Plan 2006.*

#### Venue Management

7. A detailed venue management strategy for the development including hours of operation and deliveries shall be submitted to and approved by the Local Planning Authority prior to the

commencement of the relevant part of the approved use. The operation of the development shall be in strict accordance with the details approved under this condition unless otherwise agreed in writing by the Local Planning Authority.

*Reason: In order to maintain the character and amenities of the area and ensure compliance with Policy , E1 of the Unitary Development Plan 2006 and Policy 4A.20 of the London Plan 2008.*

#### Noise

8. A noise management plan shall be submitted to, and approved by the Local Planning Authority prior to the implementation of the relevant part of the development. Such a noise management plan shall set out how the standard of inaudibility at the nearest noise sensitive locations will be achieved for all uses, including the proposed outdoor programmable space and rooftop bar, in the proposed development and shall include monitoring arrangements. The development shall thereafter be implemented in strict accordance with the details approved pursuant to this condition unless agreed otherwise in writing by the Planning Authority.

*Reason: To safeguard the amenities of the neighbouring properties and in the area generally and in order to comply with Policy E1 of the Unitary Development Plan 2006 and Policy 4A.20 of the London Plan 2008.*

#### Noise Insulation Measures

9. Full details of the proposed noise insulation measures to the serviced residential apartment building identified in the Environmental Report Addendum dated July 2010 shall be submitted to and approved by the Local Planning Authority prior to the commencement of construction of the serviced residential apartment building. The submission shall include details of the internal noise environment that will be achieved. The noise insulation measures are thereafter to be implemented in strict accordance with the approved details.

*Reason: To safeguard the amenities of future residents and the area generally and in order to comply with Policies E3 and H7 of the Unitary Development Plan 2006 and Policy 4A.20 of the London Plan 2008.*

#### Plant Noise

10. Full details of noise mitigation measures for all plant and processes shall be submitted to and approved by the Local Planning Authority prior to the commencement of relevant part of development. Plant

noise should not result in an increase in background noise. Such measures shall include monitoring arrangements and will be implemented in accordance with details approved pursuant to this condition.

*Reason: To safeguard the amenities of future residents and the area generally and in order to comply with Policies E3 and H7 of the Unitary Development Plan 2006 and Policy 4A.20 of the London Plan 2008.*

#### Ventilation

11. Full details of an appropriate ventilation system to replace natural means to provide adequate ventilation to maintain the internal environment where required for the serviced apartments shall be submitted to and approved by the Local Planning Authority prior to the commencement of construction of the serviced residential apartment building. Part of the treatment should identify ventilation (core system or individual acoustic ventilators). The ventilation system shall thereafter to be implemented in strict accordance with the approved details.

*Reason: To safeguard the amenities of future residents and the area generally and in order to comply with Policies E3 and H7 of the Unitary Development Plan 2006 and Policy 4A.20 of the London Plan 2008.*

#### Method Statement

12. A demolition/construction method statement shall be submitted to and approved by the Local Authority prior to the commencement of demolition/construction on the site. The developer shall monitor the levels of noise and dust pollution using an objective method of measurement for each working site. The developer shall submit to the Local Planning Authority the proposed method, the frequency and location of monitoring. Baseline levels of dust and noise shall be agreed prior to the commencement of works of demolition and construction. The developer shall also agree action levels of dust pollution and noise with the Local Planning Authority. When these levels are exceeded the developer shall take action to ensure that the levels of dust and/or noise are reduced to comply with the agreed action level.

The method statement should follow the relevant parts of the following documents in some detail: Councils' Construction Site Noise Code of Practice, the Mayor of London's Control of Dust and Emissions from construction & demolition best practice evidence November 2006 and also the BRE four part Pollution Control

Guides 'Controlling particles and noise pollution from construction sites'.

*Reason: In the interests of the amenities of neighbouring properties and the area generally and to ensure compliance with Policies E1 and SE2 of the Unitary Development Plan 2006.*

#### Construction /Demolition Waste

13. Full details of the method of disposal of construction waste and demolition material from the site shall be submitted to, and approved by, the Local Planning Authority prior to the commencement of any demolition/site clearance works. The disposal of materials shall be undertaken in strict accordance with details submitted pursuant to this condition.

*Reason: In order that the Council is satisfied with the method of waste disposal and to ensure compliance with Policies E1 and E15 of the Unitary Development Plan 2006 and Policy 4A.28 of the London Plan 2008.*

14. During demolition and construction of the development no vehicles shall leave the site with earth, mud etc., adhering to the wheels in a quantity which may result in its being deposited on the public highway or footpath, and creating nuisance, or hazard to vehicles, or pedestrians. Suitable wheel washing equipment to avoid such problems shall be installed, operated and maintained on the site until the development is completed. The written consent of the Environment Agency shall be obtained regarding the disposal of surface water and drainage for wheel washing facilities.

*Reason: In order to maintain the safety and amenity of users of surrounding roads and footways and ensure compliance with Policy E1 of the Unitary Development Plan 2006.*

15. The demolition, earth removal, piling work and any mechanical building operations required to implement this development shall only be carried out between the hours of: -  
Monday to Friday 8.00 a.m. - 6.30 p.m.  
Saturday 8.00 a.m. - 1.00 p.m.  
And not at all on Sunday and Bank Holidays, unless otherwise agreed in writing with the Local Planning Authority.

*Reason: To safeguard the amenities of neighbouring properties and the area generally and ensure compliance with Policy E1 of the Unitary Development Plan 2006.*

### Refuse and Recycling Strategy

16. Full details of a refuse and recycling strategy shall be submitted to and approved by the Local Planning Authority prior to the commencement of the relevant part of the development. The strategy shall include the provision of a waste audit covering the removal and disposal of all waste arising from the construction and operation of the development. Such an audit shall be maintained for regular inspection by the Local Planning Authority.

*Reason: In order that the Council is satisfied with the method of waste disposal and to ensure compliance with Policies E1 and E15 of the Unitary Development Plan 2006 and Policy 4A.28 of the London Plan 2008.*

### Wind Mitigation

17. The wind mitigation measures identified in the Environmental Report dated January 2010 and the Environmental Report Addendum dated July 2010 shall be implemented in strict accordance with the details set out in the Report unless approved otherwise in writing by the Local Planning Authority.

*Reason: In the interests of the amenities of neighbouring properties and the area generally and to ensure compliance with Policy D1 of the Unitary Development Plan 2006.*

### Travel Plan

18. The development hereby approved shall in all respects be implemented in strict accordance with the measures to promote and maximise the use of sustainable travel, including possible links to a car club, a potential cycle hire scheme, and monitoring arrangements contained in the Travel Plan dated January 2010 unless agreed otherwise in writing by the Local Planning Authority.

*Reason: In order to safeguard residential amenity and pedestrian and traffic safety and ensure compliance with Policy E7 of the Unitary Development Plan 2006 and Policy 3C.2 of the London Plan 2008.*

### Remediation Strategy

#### Site Characteristics

19. An investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment



must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
  - human health,
  - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
  - adjoining land,
  - groundwater and surface waters,
  - ecological systems,
  - archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

*Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, and to comply with Policies E11 and SE2 of the Unitary Development Plan 2006.*

#### Submission of Remediation Scheme

20. A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

*Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can*

*be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, and to comply with Policies E11 and SE2 of the Unitary Development Plan 2006.*

#### Implementation of Approved Remediation Scheme

21. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report (referred to in PPS23 as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

*Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, and to comply with Policies E11 and SE2 of the Unitary Development Plan 2006.*

#### Reporting of Unexpected Contamination

22. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 1, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 2, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 3.

*Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and*

*other offsite receptors, and to comply with Policies E11 and SE2 of the Unitary Development Plan 2006.*

Long Term Monitoring and Maintenance

23. A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority.

Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and submitted to the Local Planning Authority.

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

*Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, and to comply with Policies E11 and SE2 of the Unitary Development Plan 2006*

Extract Ventilation

24. Full details of proposed extract ventilation systems in connection with all of the uses hereby approved shall be submitted to and approved by the Local Planning Authority prior to commencement of the relevant part of the development. The details shall include proposed odour control measures, fan location and duct discharge positions. Such schemes shall be approved and installed to the Local Planning Authority's satisfaction prior to the commencement of the relevant uses.

*Reason: To safeguard the amenities of future residents and the area generally and in order to comply with Policy E1 of the Unitary Development Plan 2006.*

### Lifetime Homes and Wheelchair Units

25. All residential dwellings hereby approved shall be constructed to Lifetime Homes standards and 10% of the dwellings shall be wheelchair accessible or easily adaptable to wheelchair standards. Full details, including the location, of the serviced apartments that will be wheelchair accessible or easily adaptable to wheelchair standards shall be submitted to, and approved by, the Local Planning Authority prior to the commencement of the relevant part of the development and the development shall thereafter be implemented in strict accordance with the approved details.

*Reason: To comply with Policies H17 and H19 of the Unitary Development Plan 2006.*

### Hotel Wheelchair Accessible Rooms

26. The 26 wheelchair accessible rooms in the hotel shall be provided in accordance with the plans hereby approved unless otherwise agreed in writing by the Local Planning Authority. Full details of the wheelchair units shall be submitted to, and approved by, the Local Planning Authority prior to the commencement of the relevant part of the development.

*Reason: To comply with Policy D1 of the Unitary Development Plan 2006.*

### Riparian Life Saving Equipment

27. Full details of the provision of riparian life saving equipment to a standard recommended in the 1991 Hayes Report into the Inquiry into River Safety, or such other equivalent standard, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Port of London Authority prior to commencement of the development. The details approved pursuant to this condition shall be implemented first prior to the commencement of the use of any part of the site for the development.

*Reason: In the interests of creating a safe riverside walk and to ensure compliance with Policy D7 of the Unitary Development Plan.*

### Cranes

28. Full details of the heights and locations of any cranes to be located on the site during demolition and construction associated with the development hereby permitted shall be submitted to and approved by the Local Planning Authority in consultation with the Port of London Authority, prior to the cranes being located on the site.

*Reason: In the interests of the safe operation of the PLA's navigation equipment*

### Children's Play Area

29. Full details of the children's play area and play equipment proposed for the resident's amenity area in respect of the service apartments shall be submitted to and approved by the Local Planning Authority prior to the first occupation of the Service Apartment Building. The play area and play equipment shall be fully implemented in accordance with the approved details prior to the occupation of the residential part of the development and shall be retained in perpetuity thereafter, unless otherwise agreed in writing by the Local Authority.

*Reason: In order to ensure that sufficient on-site play facilities are provided for the future occupiers of the development and to ensure compliance with Policy H12 of the Unitary Development Plan 2006.*

### Sustainability

30. Prior to the commencement of the development the developer shall submit to the Local Planning Authority for its approval details of the proposed heat network sufficient to meet the heating and hot water needs of the development. The proposed heat network shall be supplied with heat from either:

- combined heat and power system sized to the average combined heating and hot water load supplemented with high efficiency boilers OR
- an external district heating network OR
- a combination of the two options above.

The approved heat network shall be installed as part of the development and shall be operational prior to occupation of the Development and shall thereafter be retained unless agreed otherwise in writing by the Local Planning Authority.

*Reason: To reduce energy consumption and protect natural resources and to ensure compliance with Policy D1 of the Unitary Development Plan 2006 and Policy 4A.3 of the London Plan 2008.*

31. Prior to the completion of the development no less than 325 sq.m of roof mounted solar photovoltaic panels with a southern component and absent of significant shading throughout the year shall be mounted on the roof of the development and be operational and shall thereafter be retained.

*Reason: To reduce energy consumption and protect natural resources and to ensure compliance with Policy D1 of the Unitary Development Plan 2006 and Policy 4A.3 of the London Plan 2008.*

### Extensive Green Roofs

32. The area of green roofs shall be a minimum of 2,684 sq.m, unless agreed otherwise in writing by the Local Planning Authority. Full details of the extensive green roof which shall be compliant with German FLL Green Roof Guidelines shall be submitted to and approved in writing by the Local Planning Authority in consultation with London City Airport prior to the implementation of the development hereby approved. The green roof submission must provide/comprise of the following information:
- a) biodiversity based with extensive/semi-intensive soils
  - b) substrate which is commercial brick-based aggregate or equivalent with a varied substrate depth of 75 - 150mm or an average of 100mm . The total system should have a saturated storage capacity of 29 litres per m<sup>2</sup>
  - c) planted with 50% locally native herbs/wildflowers in addition to sedum. There should a minimum of 10 species of high ecological value, 10 species of medium ecological value and 10 of standard ecological value (listed in the Environment Agency's Green Roof Toolkit)
  - d) include additional features such as areas of bare shingle, areas of sand for burrowing invertebrates and individual logs or log piles.
  - e) an ecological management plan including the landscape features and cross section of the roof and a specified maintenance plan with allocated responsibilities
  - f) an ecologist report specifying how the living roof has been developed for biodiversity
  - g) an assessment of the effectiveness of the living roof as a source control mechanism and interceptor for a Sustainable Urban Drainage System (SUDS).

The development shall be carried out strictly in accordance with the details approved, shall be maintained as such thereafter and no alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.

Evidence that the green roof has been installed in accordance with the details above should be submitted to and approved by the local

planning authority prior to first occupation.

*Reason: To provide insulation and to contribute towards enhancing biodiversity, reducing flood risk and improving the aesthetic value of the development as well as resident's well-being. To comply with London Plan Policy 4A.11 and UDP Policy E17 and D3.*

#### Water Use targets

33. Prior to the commencement of the relevant part of the development, the applicant shall submit details of a strategy for approval by the Local Planning Authority to minimise water consumption for the occupational phase of the development. Such a strategy shall aspire to achieve a water use target of a maximum of 105 litres of water per person per day for the hotel and serviced apartments. The strategy shall be implemented in strict accordance with the approved details unless agreed otherwise in writing by the Local Planning Authority.

*Reason: To ensure compliance with Policy 4A.16 of the London Plan 2008.*

#### Code for Sustainable Homes

34. Full details demonstrating that the serviced apartment building will achieve a Code for Sustainable Homes rating of 4 shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The details shall consist of a design stage assessment, supported by relevant BRE interim certificate(s).

*Reason: In the interest of addressing climate change and to secure sustainable development and to comply with UDP Policies D1 and H7 and Policy 4A.3 of the London Plan 2008.*

35. A post-construction assessment, supported by relevant BRE accreditation Certificate (s), shall be submitted to and approved by the Local Planning Authority prior to the first occupation of the serviced apartment buildings.

*Reason: In the interest of addressing climate change and to secure sustainable development and to comply with UDP Policies D1 and H7 H7 and Policy 4A.3 of the London Plan 2008.*

### BREEAM Excellent Rating

36. A design stage assessment and relevant BRE interim certification demonstrating that the Hotel (including the ballroom/special events venue) will achieve a BREEAM Excellent Rating shall be submitted to and approved by the Local Planning Authority prior to the implementation of these buildings.

*Reason: To reduce energy consumption and protect natural resources and to ensure compliance with Policy D1 of the Unitary Development Plan 2006 and Policy 4A.3 of the London Plan 2008.*

37. A post-construction validation report and supporting BRE certification confirming that a BREEAM Excellent Rating has been achieved for the Hotel (including the ballroom/special events venue) shall be submitted to and approved by the Local Planning Authority prior to the occupation of the Hotel.

*Reason: To reduce energy consumption and protect natural resources and to ensure compliance with Policy D1 of the Unitary Development Plan 2006 and Policy 4A.3 of the London Plan 2008.*

### Wayfinding

38. Details of proposed wayfinding measures to direct pedestrians and vehicles to the hotel from relevant points of arrival on the Peninsula shall be submitted to and approved by the Local Planning Authority in consultation with TfL prior to the commencement of the hotel use. The details shall thereafter be implemented in strict accordance with the approval unless agreed otherwise in writing by the Local Planning Authority.

*Reason: In the interest of public safety in general and to ensure compliance with Policy M33 of the Unitary Development Plan 2006.*

### Construction and logistics plan

39. A Construction and Logistics Plan for the relevant part of the scheme shall be submitted to and approved by the Local Planning Authority, in consultation with TfL, prior to the commencement of any site clearance, demolition and/or construction works on the site. The construction logistics plan should explore the use of the River Thames for the transport of construction materials. The development shall thereafter be carried out in strict accordance with the approved details unless agreed otherwise in writing by the Local Planning Authority.



*Reason: In order to maintain the safety and amenity of users of surrounding roads and footways and ensure compliance with Policy M33 of the Unitary Development Plan 2006 and 3C.17, 3C.21 and 3C.22 of the London Plan 2008.*

#### Surface Water Drainage

40. Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority in consultation with the Environment Agency. The scheme should be based on the approved Flood Risk Assessment (FRA) ref. C11440 ES001 A02 by Waterman, dated 14/01/2010. The scheme should convey the surface water from the site to the river Thames by gravity whilst preventing off-site overland flow or flooding affecting buildings during a 100-year plus climate change critical duration event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

*Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure the future maintenance of these and in order to comply with Policy E17 of the Unitary Development Plan 2006.*

#### Finished Floor Levels

41. Finished floor levels shall be set no lower than 6 m above Ordnance Datum (AOD), except for the area of lowered car parking.

*Reason: To minimise the risk of flooding to the proposed development and to future occupants and in order to comply with Policy E17 of the Unitary Development Plan 2006.*

#### Landscape Management Plan

42. Prior to the commencement of development a landscape management plan, including long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas, shall be submitted to and approved in writing by the local planning authority in consultation with the Environment Agency and London City Airport. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

The scheme shall include the following elements:

- detail, extent and type of new planting (planting to be of native species where possible)
- details of maintenance regimes
- details of any new habitat created on site (to include the design and creation of green roofs)
- details of treatment of site boundaries and/or buffers around water bodies

*Reason: To ensure the protection of wildlife and supporting habitat, to secure opportunities for the enhancement of the nature conservation value of the site, to protect the ecological value of the site including the River Thames and to ensure compliance with Policies E19, O19, O21 and W2 of the Unitary development Plan 2006.*

#### Landscaping/Open Space

43. Full details of the amenity spaces and the design and landscaping of all unbuilt areas in the relevant part of the development, including hard and soft surfacing, planting species, planting schedules, maintenance schedules, means of enclosure, lighting and street furniture shall be submitted to and approved by the Local Planning Authority in consultation with London City Airport before the relevant part of the development is commenced. Such a landscaping scheme shall be implemented in strict accordance with the approved details and shall be completed within one year of the completion of the development.

*Reason: In order to improve the character and amenities of the area and ensure compliance with Policies D1, D3 and D4 of the Unitary Development Plan 2006.*

44. Any trees or shrubs that die within a period of 5 years from the date of planting, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species, unless the Local Planning Authority gives written consent to any variation.

*Reason: In order to maintain the character and amenities of the area and ensure compliance with Policy D3 of the Unitary Development Plan 2006.*

#### Delivery of Landscaping outside of the Red line

45. Full details of the area to be landscaped shown outlined in blue on Drawing PI02 Rev B, hereby approved, including hard and soft surfacing, planting species, planting schedules, maintenance schedules, means of enclosure, lighting and street furniture shall be submitted to and approved by the Local Planning Authority in

consultation with London City Airport before the relevant part of the development is commenced. Such a landscaping scheme shall be implemented in strict accordance with the approved details and shall be completed within one year of the completion of the development.

*Reason: In order to improve the character and amenities of the area and ensure compliance with Policies D1, D3 and D4 of the Unitary Development Plan 2006.*

#### Site Drainage Strategy

46. Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with Thames Water or the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

*Reason: To ensure that sufficient capacity is made available to cope with the new development; to prevent sewerage flooding and in order to avoid adverse environmental impact upon the community; and to ensure compliance with Policies SC2 and E17 of the Unitary Development Plan 2006.*

#### Water Supply

47. Development should not be commenced until: a) full details in respect of water supply, including anticipated flow rates, and detailed site plans have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water) b) Where this development forms part of a larger development, arrangements have been made to the satisfaction of the Planning Authority (in consultation with Thames Water) for the provision of adequate water supplies for the whole of the development.

*Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand and to ensure compliance with Policies SC2 and E12 of the Unitary Development Plan.*

#### Environmental Method Statement

48. No development should be carried out until the developer has submitted an Environmental Method Statement designed, inter alia, to prevent the pollution of controlled waters and the statement has been approved in writing by the local planning authority.

*Reason: To prevent the pollution of controlled waters as a result of redeveloping land affected by contamination and to comply with Policy SE2 of the Unitary Development Plan.*

### Car parking

49. The car parking areas shall be laid out in accordance with the approved plans and such areas shall be kept available for parking at all times and no permanent development, or trade or business, whether permitted by The Town and Country Planning (General Permitted Development) Order 1995 or not, shall be carried out on the land so shown or in such a position as to prevent vehicular access to the reserved parking space, unless approved otherwise in writing by the Local Planning Authority.

*Reason: To ensure that safe and secure off-street parking is maintained and to comply with Policies M25 and M26 of the Unitary Development Plan 2006.*

### Car Parking

50. The car parking areas referred to in Condition 42 above shall be managed in strict accordance with the details of the Car Parking Management Plan to be submitted to and approved by the Local Planning Authority prior to occupation of the development, unless agreed otherwise in writing.

*Reason: To ensure that safe and secure off-street parking is maintained and managed to the satisfaction of the Local Authority and to comply with Policies M25 and M26 of the Unitary Development Plan 2006.*

### Cycle parking

51. The details of the facilities, including shower and changing facilities, for the parking of cycles shown on the plans hereby approved shall be fully implemented before the relevant part of the development is first occupied, unless approved otherwise in writing by the Local Planning Authority.

*Reason: In order that the Local Planning Authority may be satisfied with the details of the proposal and to comply with Policy M32 of the Unitary Development Plan 2006.*

### Sustainability

52. The sustainable design measures, energy efficiency measures and renewable energy measures identified in the Sustainability Report dated January 2010 and the Building Services Energy Assessment dated July 2010 and hereby approved shall be implemented in strict accordance with the details shown and thereafter maintained unless otherwise agreed in writing by the Local Authority.

*Reason: To reduce energy consumption and protect natural resources and to ensure compliance with Policy D1 and E9 of the Unitary Development Plan 2006 and Policy 4A.3 of the London Plan 2008.*

### District-wide energy centre

53. Details of the measures to be incorporated in the development to allow for a future connection to a district-wide energy centre shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development. Such measures shall in all respects be implemented prior to the occupation of the development in accordance with the details approved pursuant to this condition.

*Reason: To ensure the development achieves the maximum possible energy saving and to ensure compliance with Policy E9 of the Unitary Development Plan 2006 and Policy 4A.3 of the London Plan 2008.*

### CHP Plant

54. Full details of the CHP Plant including maintenance arrangements, details of noise levels and emissions to the atmosphere and the relevant attenuation measures and location and height of the exhaust venting shall be submitted to, and approved by, the Local Planning Authority prior to the commencement of the relevant part of the development. The CHP Plant shall thereafter be installed and maintained in accordance with the details approved pursuant to this condition unless otherwise agreed in writing by the Local Authority.

*Reason: In the interests of prospective occupants, to prevent the deterioration of air quality and to protect the character and amenities of the area and to ensure compliance with Policies SE2, E6 and E9 of the Unitary Development Plan.*

### Archaeology

55. No development shall take place until the applicant has secured implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority. The relevant works shall only take place in accordance with the detailed scheme pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

*Reason: The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with the appropriate English Heritage guidelines. To ensure compliance with Policies D30 and D31 of the Unitary Development Plan 2006.*

### Delivery and Servicing Plan

56. A Delivery and Servicing Plan (DSP) plan for the management of all types of freight vehicle movement to and from individual buildings within the completed development shall be submitted to and approved by the Local Planning Authority, in consultation with TfL, prior to the completion of the relevant part of the development. The development shall thereafter be carried out in strict accordance with the approved details unless agreed otherwise in writing by the Local Planning Authority.

*Reason: In order to maintain the safety and amenity of users of surrounding roads and footways and ensure compliance with Policy M33 of the Unitary Development Plan 2006 and 3C.17, 3C.21 and 3C.22 of the London Plan 2008.*

### Drawdock

57. Access to the drawdock at Drawdock Road for launching vessels into the river shall be maintained for the lifetime of the development.

*Reason: To ensure that access to the drawdock, which is a public facility, is not affected by the development. and in compliance with Policies 4C.7 and 4C.12 of the London Plan 2008*

### External Lighting

58. There shall be no light spill from the development beyond the boundary of the site. Full details of lighting and external illumination for the relevant part of the development shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Port of London Authority prior to the commencement of the relevant part of the development.

*Reason: In order to safeguard the general amenities of the area, the biodiversity of the River Thames and that the proposals do not cause a hazard to navigation and to ensure compliance with Policies E5 and W2 of the Unitary Development Plan.*

## 3.3 Informatives

1. Three copies of the site plans should be sent to the LFEPAs Water Office at Finchley Fire Station, 211 Long Lane, Finchley, N3 2RP. The development should comply with the requirements of B5 of Approved Document B.
2. For the avoidance of doubt, this planning permission does not grant advertisement consent for any signage on any part of the building or

imply approval to the principle of signage on any part of the buildings that may require separate consent. Separate applications for advertisement consent must be made in this regard.

3. For the avoidance of doubt, this planning permission does not include consent for a pavilion building in the proposed programmable space within the open space shown on the approved plans. A separate application for planning permission must be submitted in this regard.
4. Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed works or structures either affecting or within 16 metres of the tidal flood defence structure. Although the development is set back 19 metres from the river wall, consent may still be required if any construction activities take place within the 16metre zone. Contact Robert Williams on 0207 091 4016 for further details.
5. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.
6. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
7. In the event that during construction, craneage or scaffolding is required at a higher elevation than that of the planned development, their use must be subject to a separate consultation with London City Airport. It is advised that the attention of crane operators be brought to the British Standard Code of Practice for the safe use of cranes, *British Standard Institute 7121: Part 1: 1989 (as amended)*.
8. All landscaping plans and all plantings are considered for bird attractiveness and changes to bird flight paths which may have an adverse effect on the safety of operations at the Airport by encouraging bird roosting and thereby presenting a bird strike threat to aircraft operating at the Airport.

### 3.4 Planning Obligations

3.4.1 A supplemental legal agreement is proposed in order to ensure that all obligations and community benefits secured in terms of the Outline application dated 23 February 2004 that apply to this development will be delivered. In addition obligations arising out of this development will also be included in the Supplemental Deed in relation to the following Heads of Terms:

- Affordable Housing
- Transport
- Education
- Employment Training
- Health
- Local Community Facilities
- Public Realm
- Emergency Services
- Public Safety
- Sports and Leisure Facilities
- Cultural Strategy
- Waste Management
- Mitigation for any impact upon the PLA navigation link
- Environmental Health
- Revision of the Dome Open Space Plan approved as part of the Outline scheme to reflect changes to the configuration of the public realm around the site
- Legal and Monitoring Costs

3.5 The application drawings and supporting documents recommended for approval are set out below.

Planning Statement (January 2010)

Design and Access Statement (January 2010)

Planning Addendum July 2010 – including Design and Access Statement Addendum

Transport Assessment (January 2010) and Transport Assessment Addendum (July 2010)

Travel Plan

Statement of Community Involvement (January 2010)

Sustainability Statement, BREEAM and Code for Sustainable Homes:

Statement of Conformity (July 2010)

Building Services Energy Assessment (July 2010)



Environmental Report (January 2010) and Environmental Report Addendum (July 2010)

PKF letter dated 28 January 2010

Letters from Montagu Evans dated 15th January 2010, 29th January 2010, 6th April 2010, 30<sup>th</sup> July 2010 and 6<sup>th</sup> October 2010.

PKF letter dated 28 January 2010

Drawing Numbers: X101A; X102A; X110; P101B; P102C; P110B; P111B; P112B; P113B; P114B; P115B; P116A; P117A; P118A; P119B; P130A; P131A; P132A; P133; P150B; P152B; P153B; P154B; P155A; P156; P157; P158; P170B; P171C; P172C; P173C; P175B; P176B; P1000A; P1001A; P1002A; P1003A; P1004A; P1005A; P1006A; P1007A; P1008A; P1009C; P1010A; P1600B; P1602B; P1603A; P1604B; P1605A; P8001B; P8002B; P8003B; P8004B; P8005B; P8006A; P8007A; P8008A; P8010A; P8011B; P8012B; P8013; P8014; Proposed Areas Schedule Rev A.

#### 4. Site and Surrounds

- 4.1 The site is located on the northern end of Greenwich Peninsula and measures 3ha in area. It forms part of the much larger area being comprehensively redeveloped in terms of the Greenwich Peninsula Masterplan. In terms of the Outline Planning permission, the application site is within that plot shown on the approved parameter plans as Plot N0301.
- 4.2 It is bounded by The O2 to the east and the River Thames to the north and west. The office tower blocks of Canary Wharf and residential developments in Tower Hamlets are located to the west and north-west on the opposite side of the river.
- 4.3 The land to the south of the site is currently vacant. This area is designated for residential development in terms of the Greenwich Peninsula Masterplan.
- 4.4 Due to its location and relationship with The O2, the site is a highly prominent one both within the Borough and within the wider London townscape and riverside. The O2 opened on the 27<sup>th</sup> June 2007 and has become a highly popular and successful indoor sports and entertainment venue. Its distinctive appearance is internationally recognised.
- 4.5 The site is largely vacant but does have some existing buildings. These include the Greenwich Pavilion, currently being used for offices, a

ventilation shaft and a building housing a pumping station. The ventilation shaft and pumping station are required for the operation of the Blackwall Tunnels which pass underneath the site and the drainage of the wider Peninsula area and will be retained.

- 4.6 In terms of the Peninsula Masterplan, the Pavilion building is to be moved elsewhere in the Masterplan area or replaced with a structure for a community use.
- 4.7 The Thames footpath on the River is located next to the site adjacent to the river's edge. To the east of the site and north of the O2 is an area that is designated as open space in terms of the Greenwich Peninsula Masterplan.
- 4.8 The site has good connections to a variety of means of public transport. The North Greenwich Transport Interchange is within 400m of the site. This provides access to the Jubilee Underground Line connecting the site to central, north-east and north-west London, other underground and national rail stations. The Interchange also provides access to a taxi rank and eight bus routes connecting the site to other parts of the Borough and east and central London. The Thames Clipper service to and from Woolwich and central London is accessible from the Queen Elizabeth II pier which is located 720m to the east of the site.

## 5. Background and Relevant Planning History

- 5.1 Outline planning permission for the Peninsula Masterplan for the comprehensive redevelopment of land at Greenwich Peninsula was granted on the 23<sup>rd</sup> February 2004. The Greenwich Peninsula Masterplan site comprises 77 hectares of land.
- 5.2 The Masterplan granted consent for the creation of mixed use, residential and retail development around the Millennium Dome – now known as the O2 – and conversion of the Dome into a multi-events entertainment, sports and assemblies venue.
- 5.3 In September 2008 the Planning Board resolved to grant approval for an additional 24,000 sq.m of floor area for food and drink use (5,000 sq.m) and leisure, sports and entertainment uses (19,000 sq.m) in the O2 Entertainment District.

- 5.4 The outline consent for the Masterplan included a 630 bed hotel of up to 60,000 sq.m on the site adjacent to the O2. With a maximum height of 103.75m (approximately 34 storeys) it was to be the tallest building on the Peninsula. The approved scheme also included 400 car parking spaces for the hotel use.
- 5.5 The approved Masterplan established building plots with associated land uses and massing parameters together with hierarchies of open spaces and circulation routes.
- 5.6 The Outline Planning permission was subject to an Environmental Impact assessment with parameters fixed in terms of block envelopes, use classes and open space. The parameter drawings approved by the Outline Consent set out the form of development, distribution of uses and maximum AOD height of the individual blocks. The likely significant impacts of the development were assessed on the basis of the layout of the Masterplan proposed, height of the building envelope, the distribution of the uses and the quantum of floor space within each of the individual uses.
- 5.7 A screening opinion for the proposed hotel and serviced apartments on Plot N0301 was sought prior to submission of the application. It was determined that the development did not require an Environmental Statement as the proposal was considered unlikely to give rise to significant environmental effects due to its scale, height and nature, its remaining within the parameters of effects assessed in the Environmental Statement for the outline planning permission, and the site not being located in a sensitive area.
- 5.8 The outline planning permission was granted subject to a Section 106 Agreement and 149 planning conditions. Since the outline permission was granted many of these conditions and Section 106 Obligations have been discharged and complied with in respect of the site.
- 5.9 The phasing of the residential development on the Peninsula envisages initial activity being focused in the south, adjacent to John Harrison Way and in the northwest, overlooking Canary Wharf. So far, approval has been granted for a total of 1291 dwellings on five of the Plots allocated for residential development in the Masterplan area (four Plots in the eastern and southern areas and one on the western side).

5.10 Commercial development will initially be focused around Peninsula Square to create a vibrant square that will act as a central focus for the Peninsula. A 40,000sq.m office block with 1,400 sq.m of ground floor retail has been constructed adjacent to the Square as has the Ravensbourne College. Members resolved to grant planning permission for another 18,600 sq.m office building with 2,300 sq.m ground floor retail adjacent to the square in March 2010.

## 6. Proposal

6.1 The proposal for the site consists of the erection of a 452 bedroom hotel with ancillary uses including a Ballroom/Special Events Space, restaurant and health spa, a 100 unit serviced residential apartment block, associated landscaping including 1.55ha of public/private landscaped area and associated parking.

6.2 The scheme was revised after its initial submission with the following amendments:

- The height of the serviced residential apartments has been increased by 6.3m (the equivalent of 2 storeys) from 86.4m AOD to 92.7m AOD. This is a result of an additional double height storey of hotel accommodation being added at first floor level;
- Convex curved facades have been introduced to the riverside elevation on both the ballroom and serviced residential apartments;
- The roof terrace on the ballroom has been relocated and increased in size from 138 sq.m to 274 sq.m;
- The pedestrian link between the hotel and serviced residential apartments has been elevated to level 01 with a clear height of 4.25m above ground level.
- The landscape strategy has been reviewed to provide diverse landscape character areas, more shelter and activity at the water's edge, better linkages between the resident's garden and the land to north of the site and more activation of the frontage around the serviced apartment building. A pedestrian connection has been created between the public realm on the site and the public realm in front of the O2 to enhance permeability.
- The proposed external materials have been amended.
- The height of the ballroom has been increased by 1m. This will improve the floor to ceiling height within the ballroom in response to operator technical requirements.
- There has been an increase in the total floorspace from 59,064 sq.m

to 59,947 sq.m as a result of the additional hotel accommodation at Level 1 within the apartment building.

6.3 The breakdown of the proposed floorspace is as follows:

<b>USE</b>	<b>PROPOSED FLOORSPACE</b>
Hotel, including ancillary uses	41,247 sq.m (GEA)
Serviced residential apartments	12,460 sq.m (GEA)
<b>TOTAL (excluding car park)</b>	<b>53,707 sq.m (GEA)</b>
Undercroft car park	6,240 sq.m (GEA)
<b>TOTAL AREA</b>	<b>59,947 sq.m (GEA)</b>

6.4 The ventilation shaft and pumping station currently on the site are required for the operation of the Blackwall Tunnels which pass underneath the site and the drainage of the wider Peninsula area and will be retained.

#### The Hotel and Ballroom

6.5 The hotel will consist of 452 rooms. The floor areas for the ancillary hotel uses will be as follows:

<b>USE</b>	<b>PROPOSED FLOORSPACE</b>
Restaurant	430 sq.m (GIA)
Bar	198 sq.m (GIA)
Sky Bar/Executive lounge	286 sq.m (GIA)
Meeting facilities	667 sq.m (GIA)
Health Spa	437 sq.m (GIA)
Ballroom	3,000 sq.m (GIA)
Ballroom/Special Event Space	2,598 sq.m (GIA)

6.6 The ballroom/special events space will be part of the hotel. It will be able to split up into 8 function rooms available at any one time. It is anticipated it will support around 160 events annually.

6.7 It is intended for the health spa to have public membership.

6.8 The back of house area for the hotel and ballroom space will be located on the eastern side of the building. This area will be accessed from the existing O2 service perimeter road.

## The Serviced Residential Apartments

- 6.9 There will be 100 serviced residential apartments. These will be residential apartments for sale on the open market. The purchasers will then at their discretion be able to put the apartment back into the hotel rental pool to be let by the hotel operator. The owners and occupants of these units will have the right to benefit from a range of services from the hotel such as room and silver service catering, housekeeping, laundry, transportation, business and IT facilities.
- 6.10 It is intended that a management company with a management strategy will control the leasing of the apartments back to the hotel to ensure that the primary use of the building remains residential. This is to be secured via the S106 Agreement.
- 6.11 The serviced apartments will be a mix of studio, 1, 2 and 3 bedroom apartments located in a separate building to the hotel, but with a link to the hotel at first floor level. There will be double height level of hotel facilities located on the first floor of the building.
- 6.12 Each of the serviced apartments will have a private amenity space in the form of a winter garden. A dedicated communal amenity area of at least 525 sq.m for the residents, including a children's play area will be located at ground floor level adjacent to the serviced apartment block. The unit breakdown of the apartments is as follows:

No of bedrooms	No. of units
Studio	16
One bedroom	21
Two bedroom	48
Three bedroom	15
TOTAL	100

## Design and Layout

- 6.13 The applicants have chosen to depart from the layout and massing set by the parameters of the outline Masterplan. The outline massing consisted of a single tall curved tower with a large low podium building that covers a large proportion of the site. The scheme's entrance was positioned at the head of the Masterplan's western boulevard.
- 6.14 The proposal is to replace the single broad tower with a dispersed arrangement of the buildings that expresses each function individually

rather than as a whole. The development will comprise of 3 essentially separate buildings with a stepped profile. The buildings will be linked at ground floor level between the main hotel building and the ballroom and at first floor level between the hotel and the serviced apartment building.

- 6.15 In terms of height, compared with the Masterplan, the maximum proposed height (92.7m) of the tallest element (the serviced apartments) has now been shifted to a more northerly location within the Site.
- 6.16 The proposed development comprises three main parts: a tall tower of serviced residential apartments at the north of the site; a separate, lower, stepped height hotel building to its south; and a low height ballroom, extending south from the base of the Hotel building. The serviced residential apartment tower is angled with the north-western elevation having a convex-shaped curved facade. The Hotel building is positioned on a north-south axis and consists of two rectangular planes set at right angles and joined so as to appear as an L-shape in views from the west. The ballroom has a low and horizontal mass extending largely southwards of the Hotel with a convex shaped curved façade on its western elevation. A single storey protrusion at the base of the northern side of the Hotel building appears to anchor its form.
- 6.17 The façades of the buildings will be composed of tinted glazing with solid reflective stainless steel panels. External vertical champagne gold coloured fins will be added in different formations on each of the 3 building components. They have been arranged to provide a strong vertical emphasis. The facades of the three components have different arrangements to distinguish them.
- 6.18 The buildings are set back from the river frontage to create 1.37 hectares of open space.

#### Hotel

- 6.19 The hotel towers form the central part of the buildings and comprise three interlocking elements of 21 storeys, 15 storeys and 11 storeys. The building will house the main hotel reception, bar, restaurant, meeting rooms, health spa and gym and back of house areas on the two lower floors. An additional more flexible area for front and back of house uses will be located on the first floor of the Serviced Apartment building. There will be a link between these two buildings at this level.

6.20 Hotel guestroom accommodation starts on the second floor. Guestrooms are arranged in a T-shape around a central hotel and service core. There will be 26 wheelchair accessible guestrooms. The upper levels accommodate the largest suites. A sky bar/executive lounge will be located on the 13<sup>th</sup> floor with a river aspect.

#### Ballroom

6.21 The ballroom/special events space is situated in the 3 storey podium building extending southwards from the hotel. It forms the main element of this building and is enveloped by a pre-function area to the west which maximises the views towards the River Thames and Canary Wharf. A roof terrace is to be created on the podium measuring approximately 274 sq.m. It will be serviced by a small pavilion building which will support a bar.

6.22 The western elevation facing the river measures some 85m in length. This elevation will have a strong convex curve shape.

6.23 The back of house and service areas for the hotel and ballroom/special events space will be located on the eastern side of the building. It will be accessed from the O2 service perimeter road.

6.24 The roof of the podium building has a series of extensive green roofs.

#### Serviced Apartment Building

6.25 The apartments are housed within a 24 storey tower located at the northern end of the site, connected at ground floor level by an entrance pavilion to the main hotel building.

6.26 The apartments are located from levels 02 to 22 of the tower. The ground floor contains the cycle parking and service areas. The first floor is a double height storey of hotel space and there is a pedestrian link to the hotel building at this level. Lift overrun and plant is contained at roof level making up the 24<sup>th</sup> storey.

6.27 Each apartment is accessed via an internal corridor. Winter gardens are provided to all serviced apartments as private amenity space.

#### Landscaping

6.28 The area between the buildings and the riverside to the west will provide a total of 15,563 sq.m of open space of which 6,499 sq.m will be public realm. The proposed landscaping will provide a variety of different



character areas of formal and informal public and private open space including a programmable space for a variety of events and attractions, areas to enjoy the riverside amenity and the private amenity area for the occupants of the serviced apartments.

- 6.29 The river's edge would be landscaped more naturally with larger open areas interspersed with pockets that emerge out of planting. Planting will be selected and arranged to help buffer and provide shelter from wind. Areas of hard programmable space will be integrated into the surrounding landscape. A pavilion building to complement the programmable space may be erected in the future, but this would be the subject of a separate planning application. There will be hard landscaping and ordered planting close to the edge of the buildings.
- 6.30 In addition to the landscaped public realm to be provided on the site, an additional area of public realm adjacent to the site will be provided by the applicants. A pedestrian connection has been created between the open space on the site and an area of land designated as open space in terms of the Masterplan between the apartment building and the O2. This area will be landscaped as part of the overall landscaping strategy for the scheme.

#### Parking and access

- 6.31 Pedestrian and vehicular access will be from Drawdock Road to the south of the site. The entrance has been shifted to the west to accommodate the pumping station which has to remain on the site.
- 6.32 There will be 235 parking spaces located in a podium level car park beneath the ballroom. This includes 165 spaces for the hotel use and 70 spaces for the serviced apartments. There will be 20 disabled parking spaces of which 6 will be reserved for the residential units. An additional 6 staff surface parking spaces will be located to rear of the hotel.
- 6.33 The car park within the podium building is split over two levels. Entry is at ground level with access either up or down to intermediate level car parks at lower ground and upper ground.

#### 7. Consultation

- 7.1 The application has been the subject of public consultation comprising a press notice, site notice, consultation with Statutory Bodies and 38 letters

sent to properties in the vicinity of the development. The application was subject to 2 consultations as a result of a changes to the design of the ballroom building, the serviced apartment building, the materials and the landscaping arrangements.

7.2 The consultation comments received so far are summarised below with the responses (where required) in italics at the end of each section.

### **Statutory Consultees**

7.3 **CABE**

CABE consider that the development of this constrained site presents many challenges, not least that of building in such proximity to the O2 Dome. In their view, this proposal resolves these in a more convincing fashion than the consented outline scheme for the site. The logical organisation of the site is welcomed. They also support the orthogonal planning and deconstructed form of the hotel and ballroom building. However, they feel that there are three areas of the scheme that would benefit from further consideration. These relate to the curved frontage of the ballroom, the position, orientation and architectural expression of the serviced apartment building, and the resolution of vehicular access and landscape adjacent to the serviced apartment building.

7.4 Subject to a re-evaluation of these three aspects they think that the proposal could develop into a fitting neighbour for the O2. They ask that the following points raised in their letter are addressed before planning permission is granted:

7.5 The curved frontage to the ballroom

- The outward-facing curve to the ballroom façade is less successful than the concave form originally proposed in this planning application.
- Whilst it is acknowledged that in views from the River the convex curve would echo the geometry of the O2 Dome, it could increase the perceived bulk of the building when experienced up close. The subtle sweep of the ballroom's original concave frontage related well to the strong orthogonal lines of the adjoining hotel and presented a welcoming gesture to visitors.
- Considered in these terms, the revision is not as successful as the previous iteration.

## 7.6 Position, Orientation and Architectural Expression of the serviced apartment building

- Whilst recognising the significant challenges associated with developing this constrained site and accepting the case made for the orthogonal arrangement for the hotel and ballroom, lower height and deviation from the curved form in the Masterplan, CABE are not convinced by the positioning and orientation of the serviced apartment block in relation to the hotel and ballroom. Their detailed comments in this respect are:
  - The physical linkage of the serviced apartment block to the hotel and the increase in height are supported. Nevertheless, the inflected position of the apartment block still appears to be determined by the site boundary at the narrowest part of the site, rather than being a response to wider townscape considerations, including views of the O2 Dome;
  - As a composition, the buildings sit uncomfortably alongside each other, particularly in distant views;
  - The conflicting geometry of the apartment block sets it apart from the hotel and ballroom, giving a sense of a fractured family of buildings rather than a cohesive grouping. Whilst the deconstructed form of the hotel and ballroom block firmly roots it to its context, lending it something of the scale of the Docklands mills, the apartment building appears aloof and disconnected.
  - Whilst the detail presented in the façade strategy for each of the blocks proposed suggests a potentially elegant demeanour for the architecture, there is concern that the proposed strategy for the facades relies heavily on the quality of the proposed materials - the gold and silver aluminium panels and fins. Whilst their reflective quality could work well to mirror the river and the Dome, the exact tone and shine to the cladding will dictate whether the buildings have a more corporate or playful character.
  - The move to try to distinguish the apartment block as a private residence from the hotel and ballroom buildings is welcomed. However, the curved front elevation of the apartment block could more successfully integrate with the other facades of the building in the way its articulation is resolved to read as amore cohesive architectural form. However, it is considered that the design team

can resolve this in the planning application period.

- Whilst the desire to maintain an openness to the ballroom's south and west-facing elevations is understood, in CABE's view, the elevations could also respond better to their orientation. For example, the glazed treatment to the ballroom requires a fully sealed and air conditioned box to moderate the internal environment. This will have a negative impact upon the sustainability credentials of the development.
- It is suggested that materials and details are conditioned to ensure design quality is maintained.
- This development has the potential to achieve higher environmental targets than those proposed if the façade strategy were to be developed further, as described above. However, the proposal to link the CHP system to that of the O2 Dome and the provision to connect to the wider energy network for the Greenwich Peninsula when the masterplan is more fully built out are supported.

#### 7.7 Landscaping and public realm strategy

- The design team's commitment to providing a high quality landscape for this scheme is welcomed. One can observe a clear logic to the site organisation in the consolidation of the service zone alongside the Dome's and in the provision of an efficient drop-off arrangement beside the ballroom. There is a generally considered approach to the relationship of the public buildings to the landscape and how these should shape the character and life of the public spaces across the site. The local authority should satisfy itself that there are sufficient areas proposed to offer shelter in this exposed environment and that the plan provides enough areas for activities - both informal and organised - to give the landscape the sense of enjoyment and celebration one would expect to find in this riverside park at the end of the peninsula.
- The proposed bridge link between the hotel and the apartment tower is welcomed. It allows public access to a future north entrance to the O2 Dome by freeing up the ground plane. This move is complemented by the extended landscaped zone around the Dome's northern perimeter. However, the residents' garden seems squeezed and detached from the building. This condition is reinforced by the presence of plant rooms and bin storage around

much of the tower's ground floor which risk deadening the landscape around it, and the convoluted road layout in this part of the site, which now seems to prioritise vehicular drop-off over public enjoyment of this part of the site. It is considered that the excessive vehicle penetration and hard paving to the northwest of the hotel and southwest of the apartment tower will be to the detriment of the scheme. Visitors to the spa, for example, will have to cross a road to access the landscape instead of walking straight into a garden, as was previously proposed. Therefore, alternative solutions, such as serving the apartment tower off the east (O2) access road, should be considered.

7.8 The larger ballroom roof terrace now proposed is welcomed. It should allow more guests to enjoy views across the river.

7.9 *It is noted that CABE considers that the proposal is an improvement on the consented outline scheme for the site and that they support the orthogonal planning and deconstructed form of the hotel and ballroom building. The applicant has amended the scheme several times in response to CABE's and other consultee concerns since the scheme was initially presented to them at a pre-application Design Review.*

*Balancing the views of all consultees, the applicants changed to the convex curvature to the ballroom frontage. The curvature reinforces the relationship of the building to its immediate surroundings – the O2 and the curved river frontage.*

*The orientation of the serviced apartment tower is a response to the curvature of the River Thames and maximises the scheme's capacity for the built form to address the river frontage of the site. It allows this building to retain its own identity within the group of buildings comprising the development.. The visual quality and affect of the projecting vertical fins on the exterior is also enhanced by its positioning, allowing the appearance of the building to change subtly as it captures the light when viewed from different angles.*

*CABE's comments regarding the details of the landscaping are noted and these will be borne in mind when the landscaping strategy and detailed landscaping proposals are submitted in terms of conditions proposed, should this planning permission be granted.*

*The elevational treatment of the buildings is considered to be of a high quality. A condition requiring full details of the materials has been included to ensure the*

*quality put forward in the submission is maintained when the scheme is implemented.*

*Whilst the points raised by CABE are not unreasonable it is considered on balance and taking all of the site constraints into account, that the approach taken by the applicant's architect has delivered an acceptable solution in design terms for the site.*

**7.10 Greater London Authority (GLA)**

The GLA provided their Stage I response prior to latest revisions. They subsequently issued further comments on the latest revisions.

**7.11** The Stage I response reported that the Mayor considers that, on balance, the application does not comply with the London Plan. The areas of non-compliance are:

- Urban design and access: the response of the proposals to the specific context is limited. The formal layout of the landscaping does not respond to the fluidity of the river context. The layout of hotel rooms in terms of accessible bed spaces is not shown. The Mayor was particularly concerned about the form and massing of the proposals, and the relationship to the landmark O2 Arena. He commented that the response, as proposed, does little to respect the form or context of the surrounding environment, in particular the curve to the O2 Arena. In addition it does not respond to the approach as articulated in the original approved Masterplan, which deliberately departed from the perimeter block layout of other plots based on the unique location of the site to the tip of the peninsula, adjacent to the O2 Arena, representing a very different approach to its context compared with the other plots across the masterplan area.
- Affordable housing and mix: the affordable housing offer and mix requires independent scrutiny. An affordable housing offer has not been put forward at this stage.
- Climate change mitigation: technical clarifications and commitments are still required. Further clarification is required for the baseline emissions calculation. The applicant should investigate the potential to improve the energy efficiency of the hotel in line with the serviced apartments. Further information on the carbon reductions is required. Clarification is required regarding the proposed district heating system. Further investigation should be carried out into whether a larger CHP could be accommodated.

- Transport: The proposals should take account of the development of the Bus Service Strategy for the Peninsula. Clarification of the amount of cycle parking to be required is required. A Construction Logistics Plan is required either as a condition or through the S106 Agreement. Provision should be made for the parking of the larger 15 metre coaches. A communication link with the existing taxi-rank at North Greenwich Station for the hotel should be considered. Further consideration is required as to how hotel occupiers will be directed to the hotel from surrounding routes and North Greenwich Station and the Queen Elizabeth II Pier. A pedestrian audit would inform what works would be required. TfL's infrastructure, in particular the Blackwall Tunnel bores and vents, and TfL's access to the vent shafts needs to be protected. This should be secured either through a condition or the S106 agreement.

7.12 The areas of compliance are:

- Regeneration and tourism: the proposals are consistent with the Masterplan land use aspirations and the opportunity area objectives to regenerate the Peninsula and support the functions of the O2 Arena and provide new housing.
- Climate change adaptation: subject to conditions regarding water use targets and living roofs.

7.13 It is suggested that the following changes could address these areas of non-compliance:

- Urban design and access: further work relating to the form of the hotel, colouration, the cladding style to the scheme and landscaping. Further work is also required regarding inclusive access within each hotel bedroom – example layouts should be provided.
- Affordable housing: Subject to the conclusions of the independent valuer, the affordable housing offer needs further discussion and will need to be agreed and secured through the section 106 agreement.
- Climate change mitigation: A technical response to the points set out above is required. Greenwich Council should consider the use of proposed conditions to secure the proposed climate change mitigation measures.
- Transport: The points set out above should be addressed.

- 7.14 If the Council resolves to make a draft decision on the application, it must consult the Mayor again under Article 5 of the Order and allow him fourteen days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application.
- 7.15 The GLA provided further comments on the latest design revisions. The approach to design, in particular the amended form of the ballroom and serviced apartment tower, is broadly supported. The approach to energy and sustainability is also broadly supported. GLA officers will, however, need to agree appropriate conditions and relevant planning obligations regarding the energy strategy to secure appropriate delivery.
- 7.16 Notwithstanding the above, as set out in the applicant's covering letter, the affordable housing offer is still not agreed and, as set out in the previous comments, this matter must be resolved before the application is referred back to the Mayor for final determination. GLA officers would welcome further discussion on this matter to ensure an appropriate solution to delivery of affordable housing can be agreed.
- 7.17 *It is considered that the approach taken by the applicant's architect has delivered an acceptable solution in design terms for the site.*

*Based on the advice of an independent financial assessment of the scheme it is considered that the affordable housing offer is acceptable in order to keep the scheme viable. Officers will seek to negotiate a contribution through the S106 Agreement to provide affordable housing in a suitable off-site location.*

*Appropriate conditions have been added in respect of transport, and climate change mitigation and adaptation.*

*Clauses will be included in the S106 regarding the safeguarding of TfL's access to the Blackwall tunnel vents and associated areas, and to secure a system to communicate with the taxi rank at North Greenwich.*

- 7.18 Transport for London (TfL)  
Further to the points in respect of Transport in the GLA comments above, TfL have submitted additional comments in response to the revised application.



- 7.19 The addendum to the transport assessment has confirmed that access to the site can be achieved by the larger 15 metre coaches which is supported.
- 7.20 Taxis. A system for “calling” taxis from the rank at North Greenwich still has to be addressed. This issue is identified in the applicant’s response to the consultation summary but not the solution. TfL would recommend that this be part of a S106 agreement and should be both agreed and provided for prior to the hotel opening.
- 7.21 Wayfinding Strategy. Appropriate wayfinding measures should installed prior to the hotel opening to ensure that people arriving at North Greenwich interchange are able to find the hotel. TfL would endorse an appropriate Pedestrian Environment Review System (PERS) audit ahead of any signage being erected. Ideally this should be secured through a S106 agreement.
- 7.22 Construction Logistics plan. It is noted that the applicant’s have agreed to a construction logistics plan to include the use of the River Thames for the movement of construction material, this should be secured either by condition or S106 agreement.
- 7.23 Blackwall Tunnel Safeguarding, which the applicant’s have committed to, is supported. It is recommended the safeguarding should be part of a S106 agreement, the details of which should be agreed with TfL, given the strategic importance of the Blackwall Tunnel.
- 7.24 *Conditions requiring construction logistics plans, service delivery vehicle plans and a wayfinding strategy have been included.*

*The safeguarding of the Blackwall tunnel equipment and a system for “calling” taxis from the rank at North Greenwich shall be secured through the S106.*

- 7.25 Environment Agency  
We are supportive of the following features of the development in particular:

- Set back of the development from the river provides valuable riverside open space, as well as access to flood defences
- Sensitive treatment to frontage of riverside walk, including native species planting
- The incorporation of green roofs. These will include native species

and provide habitat for birds and invertebrates, enhancing the ecological value of the site

- Flood risk management measures including reduction in surface water flood risk. We welcome the proposals to drain surface water by gravity to the river Thames, rather than via the surface water pumping stations as we see this as more sustainable
- Aspiration to meet Code for Sustainable Homes Level 4 and BREEAM Excellent rating, including water efficiency measures

7.26 Technical advice

7.27 Land contamination

The development should incorporate all the mitigation measures within the Greenwich Peninsula 'Environmental Method Statement' (Procedures and Codes of Practice). These are referred to by Waterman in section 12.2.3 of its Environmental Report for Plot N0301, dated January 2010.

7.28 Of particular importance for the hotel development will be the compliance of EMS-COP-06: Foundations and Underground Structures, in which the developer is reminded that adequate protection measures will need to be employed to prevent the downward migration of contaminants and the spread of pollution. Conforming to other Codes of Practice will be equally important.

7.29 While it is already known that this is the most contaminated part of the Greenwich Peninsula, further investigations to provide more detail is required to better assess risks to controlled waters here. Our objectives relating to the protection of controlled waters from land contamination could be met by imposing an appropriate planning condition.

7.30 Surface water outfalls

The new surface water outfall or outfalls must be designed to prevent scour effecting the river walls and minimise erosion affecting the foreshore which is an important habitat.

7.31 The applicant may wish to obtain the drawings of the Flood Defence wall that we have when progressing the design of the new outfall or outfalls to the Thames. We would be happy to be involved in the design of these new structures through the flood defences. We normally require a second non-return valve to be installed in the first upstream man-hole where outfalls are of 300mm diameter or greater.

- 7.32 **Drawdock**  
We have been assured that the existing width of Drawdock Road, currently 7.3m between the yellow lines, will be maintained. This gives us greater confidence about the protection of access to and from the drawdock.
- 7.33 **Planning conditions**  
We suggest the imposition of planning conditions in respect of the following matters: a surface water drainage scheme for the site; minimum height of 6m AOD for finished floor levels; contaminated land; and, submission of a landscape management plan; maintenance of access to the drawdock at Drawdock Road; and, an informative informing the applicant that the consent of the EA is required for certain works.
- 7.34 **Summary**  
We look forward to receiving further information in response to our comments above about the drawdock. If the developer can provide clarification and reassurance on the issues raised above, we would support the proposals, subject to the imposition of planning conditions.
- 7.35  
The Environment Agency is supportive of the most recent amendments to the design of the scheme and the landscaping. In particular, we welcome the additional detail on the landscaping proposals and the improved connectivity from the built development towards the Thames Path National Trail and public realm next to the River Thames. We also welcome the amended design changes to the riverward side of both the ballroom and the serviced apartments tower. We believe the curved design relates better to the O2, the river and the wider Peninsula and gives the development an improved quality. We have no further comments to make on the revised scheme but we request that the planning conditions and informatives we recommended previously are imposed on the planning permission if it is granted
- 7.36 *The requested conditions and informative have been included in the recommendation.*
- 7.37 **London Borough of Tower Hamlets**  
The London Borough of Tower Hamlets did not provide comments on the latest revision to the scheme. Their Environmental Health Officer previously provided comments. The Daylight/Sunlight Study by BMT Fluid Mechanics dated 16/12/09 for the Peninsula Hotel -Greenwich submitted as part of the Environmental statement, has been reviewed, the contents

of the report shows that the scheme will have no impact on the residential properties across the River in Tower Hamlets.

**7.38 London Fire and Emergency Planning Authority**

Three copies of the site plans should be forwarded to their Water Office for consideration of water supplies for fire fighting purposes.

7.39 The development should comply with the requirements of B5 of the Approved Document B.

7.40 *An informative has been added to the recommendation to address the above comments.*

**7.41 Metropolitan Police Service - Crime Prevention Design Advisor**

Ongoing consultation with the applicant is taking place to achieve Secured By Design Certification. It is requested that a condition be attached to this application, that “Secured by Design” certification should be achieved on this development.

7.42 *The requested condition has been included.*

**7.43 Thames Water**

Should the Local Planning Authority look to approve the application, it is requested that a condition be included to allow Thames Water to determine the waste water infrastructure needs of the application.

7.44 Insufficient information has been provided by the Developer to allow Thames Water to determine the water supply infrastructure needs for the proposed development. In order that the development does not detrimentally effect the water supply infrastructure, Thames Water recommend that a condition be imposed to ensure that the water supply infrastructure has sufficient capacity.

7.45 Further detailed comments have been provided in respect of water and waste water infrastructure, surface water drainage, trade effluent discharge, the use of petrol /oil interceptors, drainage of sewage, protection or closure of existing boreholes, the emptying of swimming pools into a public sewer, the disposal of fats oils and grease for catering establishments. It has also been requested that an informative be added to the permission regarding the minimum water pressure to be taken account of in the design of the proposed development.

- 7.46 *Should Members resolve to grant planning permission appropriate conditions and informatives will be attached to any consent to address these comments. A copy of these comments has been passed on to the applicants for their information.*
- 7.47 **Port of London Authority**
- 7.48 *The PLA initially objected to the proposed development.*
- 7.49 Navigational Aids – The PLA’s navigational link passes directly through the site. This link is important for the safety of vessels navigating on the River Thames. The proposed development would detrimentally impact on the link and as a result of this, mitigation would be required. The PLA will therefore be seeking a contribution/costs from the developer towards the mitigation that would be required towards the PLA’s equipment and would wish to see this formally agreed in a suitably worded clause in a S106 Agreement. Additionally, the PLA would wish to see a condition placed on any grant of planning permission requiring the submission and approval of the locations of any cranes on the site.
- 7.50 Draft wording has been provided to the applicant's agent. The applicant's response whilst commenting on the approach used in other developments on the Peninsula does not appear to give any commitment to accepting a clause in a Section 106 agreement for this development. No comment is made on the request for a condition to be placed requiring the submission and approval of the locations of any cranes on the site.
- 7.51 Victoria Deep Water Terminal (VDWT) - The PLA remains concerned about some of the assumptions that have been made. In particular there are references to the 2002 ES and "occasional activity at VDWT and low associated traffic flows." It is considered that up to date noise monitoring should be undertaken to ascertain current noise levels at the site. Hanson who operate an aggregates wharf at VDWT have advised the PLA that there is a much greater level of activity on the site compared with 2002 and in their correspondence to Greenwich Council dated 9 April 2010 they highlight how there are unrestricted working hours at the site, with various materials being imported. There are also a number of secondary activities that take place on the site.
- 7.52 Due to the wharves safeguarded status and the protection that safeguarded wharves receive through policy 4C.9 of the London Plan it is therefore imperative that it is established whether there is the potential

for noise conflict/disturbance and if there is, appropriate mitigation needs to be identified.

- 7.53 Similarly, the Council should satisfy itself whether the air quality monitoring that has been undertaken is representative and whether the 24 hour lighting that is present at the wharf has been taken into consideration.
- 7.54 Slipway – It needs to be ensured that the proposed development would not detrimentally impact on access to and use of the slipway on Drawdock Road. It would be beneficial if possible for the proposed development to provide within the site an area of parking for users of the slipway. It is noted that the applicant does not think that the final scheme will restrict access to the slipway on Drawdock Road. The applicant does however state that they "are not aware" of whether operational issues during the building of the development will affect access. This matter will need to be established as slipways are important facilities on the Blue Ribbon Network which policy 4C.12 of the London Plan seeks to protect. It is disappointing that the applicant does not feel that it is appropriate to enhance this important river facility through the provision of an area of car parking within the development site for users of the slipway.
- 7.55 Transport of materials by water: - No comment is made by the applicants in response to the request for a condition requiring submission and approval of a scheme to maximise the use of the river for the transport of construction materials to and waste materials from the site. The PLA welcomes the promotion of river travel through the applicant's Travel Plan. It is disappointing though that the target mode share for river travel is low.
- 7.56 Given the proximity of the development to the River the PLA would wish to see a condition imposed on any grant of planning permission requiring submission and approval of all external lighting to ensure that it is not a hazard to navigation or that it would not have a detrimental impact on river ecology.
- 7.57 The PLA recommends that if it is not already at the site that a condition on any grant of planning permission requires the provision of riparian life saving equipment to a standard recommended in the 1991 Hayes Report into the Inquiry into River Safety.

- 7.58 *In response to these comments the applicants sent a copy of the Noise Assessment Report to the PLA which demonstrated that the operations at VDWT would be unlikely to affect future residents of the hotel. The PLA subsequently withdrew its objection to this element of the development..*
- 7.59 *Comments on the second reconsultation:*
- 7.60 One amendment that is proposed increases the building height by 3.3m to 92.7m AOD. As the Council will be aware, the PLA considers that the proposed development would detrimentally impact on its navigational link and any increase in building height has the potential to increase the potential effects that may be experienced. The PLA has sought for a clause to be included in the Section 106 Agreement relating to the mitigation that would be required to the PLA's equipment as a result of the proposed development. The developer previously agreed to this. To date the PLA has not seen any draft wording relating to the Section 106 agreement and would wish to see this at the earliest opportunity.
- 7.61 *Further information has been submitted confirming that access to the slipway will be maintained. Appropriate conditions and S106 clauses will be used to address the additional concerns raised by the PLA. The applicants have agreed to make provision in the S106 agreement for a contribution towards reconfiguration of the PLA's navigational equipment to mitigate the impact of the proposed building height on the existing navigational system, should it be necessary. This is currently being drafted.*
- 7.62 **Natural England**  
After careful consideration of the information provided it is our opinion that this proposal does not affect any priority interest areas for Natural England, therefore we do not object to the proposal. However, Natural England welcomes and supports the proposed landscaping and proposals for green and brown roofs as part of this development which should help to increase the biodiversity and ecological potential for the area. Also welcomed and supported would be the potential and possibility of aligning the Thames Path National Trail at this site on the Peninsula as part of the proposed development. Any improvements and realignment of the Thames Path should be discussed with the National Trails Officer.
- 7.63 Although we are unable to offer any further comments on the information submitted, we recommend that should your Council be minded to grant permission for this application you secure, as appropriate, measures to enhance the natural environment in accordance with the planning guidance

referenced below, and in line with the proposals set out in the Design and Access statement.

7.64 Biodiversity

Paragraph 14 of PPS9: Biodiversity and Geological Conservation states that *“Development proposals provide many opportunities for building-in beneficial biodiversity or geological features as part of good design. When considering proposals, local planning authorities should maximise such opportunities in and around developments, using planning obligations where appropriate.”*

7.65 As stated in London Plan Policy 3D.14, *“The planning of new development and regeneration should have regard to nature conservation and biodiversity, and opportunities should be taken to achieve positive gains for conservation through the form and design of development. Where appropriate, measures may include creating, enhancing and managing wildlife habitat and natural landscape and improving access to nature.”*

7.66 Access to Nature

As highlighted in PPG17: Planning for open space, sport and recreation, *“In planning for new open spaces and in assessing planning applications for development, local authorities should seek opportunities to improve the local open space network, to create public open space from vacant land, and to incorporate open space within new development on previously used land. They should also consider whether use can be made of land which is otherwise unsuitable for development, or procure public use of privately owned areas of land or sports facilities.”*

7.67 Additionally, as outlined in Policy 3D.14 of the London Plan, your Council should be aiming to improve people’s access to nature, and priority should be given to sites within or near to areas deficient in accessible wildlife sites.

7.68 Climate Change Adaptation

It is important that, in line with ‘Planning Policy Statement: Planning and Climate Change’, your Council takes account of the contribution to be made from existing and new opportunities for green infrastructure to urban cooling, sustainable drainage systems, and conserving and enhancing biodiversity.

7.69 Policy 4A.9 of the London Plan also states that *“The Mayor will, and other agencies should, promote and support the most effective adaptation to climate change, including protecting and enhancing green infrastructure.”*



- 7.70 A list of resources available to assist the Council and developers when considering the implications of development proposals on the natural environment in Greater London has been provided.
- 7.71 *Appropriate conditions will be attached to planning consent if granted. A copy of these comments has been provided to the applicants for their information.*
- 7.72 **English Heritage – Historic Buildings and Areas Advisor**  
This application should be determined in accordance with national and local policy guidance, and the basis of your specialist conservation advice.
- 7.73 **London City Airport**  
The proposed development has been examined from an aerodrome safeguarding aspect. Accordingly, and in principle, this department has no safeguarding objection to the proposal. This approval is subject to the following conditions:
- It should be noted that this response applies to the completed structure. In the event that during construction, craneage or scaffolding is required at a higher elevation than that of the planned development, then their use must be subject to separate consultation. We would advise that the attention of crane operators be brought to the British Standard Code of Practice for the safe use of cranes, *British Standard Institute 7121: Part 1: 1989 (as amended)*.
  - All landscaping plans and all plantations are considered in view of making them unattractive to birds so as not to have an adverse effect on the safety of operations at the Airport by encouraging bird roosting and thereby presenting a bird strike threat to aircraft operating at the Airport.
  - Given the proximity of the development to the airport, all relevant insulation including glazing and ventilation elements will be supplied and fitted in compliance with current noise attenuation regulations and tested.
- 7.74 *Appropriate conditions and informatives will be attached to planning consent if granted.*

### **Internal Departments**

**7.75 Director of Community Safety and Integrated Enforcement – Environmental Health**

*Comments on the initial submission:*

**7.76 Contaminated Land**

Procedures under the Masterplan to remain valid and a site-wide EMS Work Method Statement is to be produced .

**7.77 Noise - Operational Phase.**

There are two distinct elements, the residential use and the hotel development.

**7.78** The residential submission identifies the PPG 24 Noise exposure as “NEC B” and proposes glazing to a performance standard based on BS 8233 to meet internal noise standard. I am happy with this mitigation. It does, however, assume closed windows. No detail is given of the proposed ventilation arrangements to ensure that windows can be so used and maintain the internal environment. Part of the treatment should identify ventilation (core system or individual acoustic ventilators) to replace natural means.

**7.79** The hotel development incorporates a “ballroom” and “special events space”. No assessment is undertaken of the potential noise impacts of this use. The former being a significant venue with attendance levels up to 300 persons. I would have expected some design related measures or predicted external noise levels based on anticipated activity levels. I recommended that the use of these areas should be subject to condition requiring detail of construction and other noise control/ containment measures

**7.80** Generally the operation phase is lacking in information regarding plant noise both for the hotel and the residential tower. I recommend that the standard condition be imposed. The applicant should be advised at this time that the expectation is plant noise should not result in an increase in background noise level.

**7.81 Air Quality**

There is no acknowledgement anywhere in the application that the development is within the Peninsula Low Emission Zone introduced in the Master Plan consent. This not therefore a “normal” site and additional weight has to be place on this criteria.

7.82 I have no objection to comments in the report regarding exposure of the residential to the existing air quality which is not good (hence the LEZ). A lot of reliance is placed on the modelled reduction in exposure with height which may not be as reliable as the model suggests. I am not contesting this approach.

7.83 Some of the applicant's proposals must be re-examined:

- Hotel parking provision:  
The applicant has chosen the upper end of range for "comparable" hotel in the region. None of which are within a development based LEZ. I advised the lower end of the range is the appropriate place to begin (0.3 ratio rooms/spaces) and to review how further reduction could be achieved. For whatever final number is agree, the approach should also encompass a differential parking charge for hotel guests based on emissions. The measures within the Council's model section 106 provides criteria for the residential element for this development which should be adapted to hotel parking. There is a clear aim, consistent with the LEZ, to discourage the more polluting vehicles using a charging regime.
- Residential parking:  
This will be managed parking and should, therefore, be covered by the requirements of the model Section 106 in respect of differential car parking charges.
- Construction and operation vehicles:  
These also fall within the model Section 106 controls.
- Auditing:  
All the S106 measure should be subject to an annual audit report to the Council. In the case of the construction vehicles and NRMM, a report shall be submitted within 6 months of the commencement of construction and annually thereafter.
- Electric vehicles  
It is noted that 10% (25 in no.) of the electric vehicle parking spaces are to be available from the commencement of the use. The remaining 10% "will be reviewed" as part of the combined travel plan. I am happy with the total number (50) but unclear about the mechanism that will trigger the additional 25 spaces and the Council's role in the process. This should not be left to TfL as they

are not the planning authority. This issue need to be resolved.

- Car Club

One car is inadequate. The expectation is 5% of the spaces should be allocated. As stated, for the residential scheme this would be three vehicles. I advise that this should also be applied to the hotel. If the stated aim is to minimise vehicle use, expanding the club to including the hotel (with temporary membership) is a suitable measure. This could be further enhanced by including electric vehicles within the car club, which would be of interest to both future residents and hotel guests being exempt from the congestion charge.

7.84 Lighting

Lighting impacts from the existing O2 operation are not addressed by the Environmental Report. This, clearly, is of significance for the residential element of the development with elevations facing the O2. There are high levels of illumination on the O2 masts and advertising on the drum structures around the O2.

7.85 I anticipate that future residents will complaint of statutory nuisance on this impact. I suggest that is a serious concern for the applicant as the developer and the operator of the O2.

7.86 *The applicant responded to the above comments as part of their revised submission. The Environmental Health Officer subsequently provided the following further comments on the revised proposal:*

7.87 Contaminated land - agreed position

7.88 Construction Noise and Dust - agreed to be subject to condition.

7.89 Noise Operational Phase

- Residential

Glazing treatment and rapid mechanical ventilation to be subject to conditional approval. There is a caveat concerning the comments of the PLA and Hanson UK concerning the completeness of the noise assessment. The assessment did not appear to include the night time unloading of vessels at VDWT. Given recent similar concerns with the Aggregate Zone, the assessment should be expanded to include this activity and then reassess the residential treatment.

- Hotel  
Proposed to deal with the noise from banqueting hall/ballroom by condition. Not opposed, however, the comments of the applicant are selective. The reference to a “Draft Code of Practice” is inaccurate. The document is Good Practice Guidance and, therefore, of less significance. More importantly, the Guidance seeks inaudibility for events more than once per week or continuing past 23.00hrs.
- Plant Noise  
Agreed that this be dealt with by condition.

7.90 Air Quality

It is reiterated that the applicant has failed to recognise the significance of the Low Emission Zone.

7.91 The comments regarding control of vehicle types and car parking charging regimes fails to take into account the LEZ requirements within Schedule 6 of the Masterplan S.106 which apply to the hotel and residential development on the Peninsula. These were produced in 2005. I understand that the application for full planning permission allows for a review of the S.106 and, therefore, the imposition of the more recent Model S106 air quality requirements. In either case, the comment that such measures are “not appropriate” is immaterial and the applicant should be advised that such measure will be required.

- Electric Vehicles  
Noted that additional 10% of charging point will be triggered by 80% take of phase one provision. The monitoring and implementation of provision will need to be part of the S.106.
- Car Club  
The provision of 2<sup>nd</sup> and 3<sup>rd</sup> vehicle should also be subject to monitoring and implementation within the S.106.

7.92 *Appropriate planning conditions and S106 obligations in respect of the issues raised will be imposed should Members resolve to grant planning permission. Hanson UK have now agreed the noise assessment.*

7.93 **Parks and Open spaces**

We would require Section 106 funding from the developer to provide funding for sport, play, recreation, allotments, art and other cultural

services as this development will put pressure on existing provision of these services in the area.

7.94 *Appropriate contributions will be secured in the Section 106 agreement should planning permission be granted*

7.95 **Occupational Therapist**

The hotel rooms and serviced apartments will meet Lifetime Homes standards and the wheelchair units meet Greenwich requirements.

7.96 *A condition has been included to secure Lifetime Homes standards.*

7.97 **World Heritage Site Co-ordinator**

The principle of a hotel on Greenwich Peninsula is welcomed in that it should provide accommodation for visitors to Maritime Greenwich as well as the O2. It is presumed that this link will be assisted by easy access to the Thames Clipper service and the WHS via Greenwich Pier.

7.98 There is concern about the car parking element - 250 spaces- and the effect this will have on the local road systems. Given the excellent public transport facilities that are available, why is this necessary?

7.99 The 'Important Views and Tall Buildings ' paper that forms an adjunct to the WHS Management Plan advocates a maximum height of 20 storeys on Greenwich Peninsula and it is noted that the proposal exceeds this by a small amount.

7.100 *The level of car parking – reduced to 241 spaces in the revised scheme - is within the parameters of the MDL Masterplan approved in 2004 and is considered acceptable. The approved MDL Masterplan included maximum heights at various locations considerably above 20 storeys.*

7.101 **Community Safety Projects Officer**

A contribution is sought in the S106 Agreement towards managing Public Safety.

7.102 *Appropriate contributions will be secured in the Section 106 agreement should planning permission be granted*

## **Other Respondents**

### **7.103 Greenwich Society**

*Comments on the Initial Submission:*

7.104 The Greenwich Society welcomes a major hotel development by the O2, and doesn't object to the development including serviced residential apartments. Nevertheless the Society objects strongly to this proposed scheme. This site is a jewel. It is a gateway or icon site: with the curve of the river on one side and the O2 dome on the other, it should demand a building which is equally impressive as the O2. It should be a striking addition to the environment here, which responds to the shapes around it either by harmonising with them or in counterpoint. What we consider is required is a building with a tall, slim, elegant silhouette, as a good foil to the strong statement of the O2 dome. Whilst the detailing of the buildings proposed may be elegant enough, the massing appears as an ungainly box or pile of boxes which might be designed for any site. The buildings spoil the views from the river of the dome, and fail to compete with the cluster of residential buildings planned immediately adjacent (Plot N602, Meridian Gardens) which include a building of 122 metres, very much higher than the highest building of the hotel cluster which is only 78 metres. (We were worried over the height of the tall block granted planning permission here, considering that this would adversely affect the icon site of the dome/hotel on the promontory – our letter 4 June 08 refers.) It should be pointed out that the highest building (22 stories in the Planning Statement, not 21) is not the hotel, but the separate residential block. We note that 'the average permitted height across the plot is 130 metres AOD': and think that a single or possible two towers situated end-on to the river, rising possibly to some height nearer to the 130 metre figure would give a better solution. Finally, we consider that the podium part of the hotel building complex comes far too close to the O2 dome: it creates a most unsatisfactory environmental relationship here and fails to give the 'space' needed around the dome to set the building off to best advantage. Whilst appreciating the desirability of progressing development here speedily, it is nevertheless considered that, for all the above reasons, the proposals should not be granted planning permission, but that the developer be urged to submit revised proposals which would do more justice to this site.

7.105 Further to the above comments representatives of the Greenwich Society, met with the applicants and their architects on 9<sup>th</sup> March 2010, and noted certain design amendments made to the complex of hotel, ballroom and

serviced apartments building. In the light of this they made the following comments further to those in the preceding paragraph:

- 7.106 Whilst appreciating the considerable studies that have been undertaken and the constraints of both site and the Developer's brief, the Greenwich Society nevertheless remain concerned over the proposals, which, in their massing, remain basically as before. We note, and support other changes, such as the change in colour of the cladding, which we think is an improvement – but are unhappy over seeming building brief constraints, which appear not to allow of a right architectural design solution for this very important site. Perhaps prepared to accept the closeness of the podium part of the building complex to the O2, we still feel that further thought and consideration should be given to possibility of greater architectural freedom being allowed in the interests of achieving a worthy icon building complex of greater simplicity and elegance which would relate better to both the O2 and the site.
- 7.107 *Further Comments on the first revision to the scheme:*  
The overall concept and massing of the scheme remain as before. The resubmitted proposals do not address the previous criticism. We consider the site for this Hotel important and unique. Being on a bend in the river it provides the first view of the important architectural composition of Greenwich and further on London itself. It is a true 'Gateway' and as such deserves special treatment. The architects should be given freedom to create an iconic building commensurate with the design of the dome. Their present brief may not allow them enough freedom to do so. We recommend that the solution for this site should be re-thought.
- 7.108 *Further comments on the second re-consultation*  
The Greenwich Society continues to object most strongly to the basic proposed hotel development on design grounds for the reasons set out in our letters of 24<sup>th</sup> February and 23<sup>rd</sup> April 2010.
- 7.109 The Society objects to the revised design of this Second Reconsultation, on the grounds that, whilst making a small step in the direction of attempting to relate the buildings more to the curves of the river and the O2, this fails entirely to meet our major objection to the general main massing of the blocks. Whilst noting the increase in height of the serviced residential apartments and introduction of a curved façade, and the curving the river façade of the ballroom block as a slight improvement, this, we consider, is still just tinkering at the edges and does not resolve the basic problem of the inappropriateness of the



ungainly pile of boxes of the hotel building itself – there is a strong contrast between the elegance of the residential serviced apartment block and the ungainly hotel blocks. This is a site of huge environmental importance which, adjoining the now (relatively) iconic O2 and facing the Canary Wharf group across the river, in effect is the river gateway to London. The hotel complex here needs to be of real distinction, simplicity and elegance and we consider that further improvements and a fundamental rethink of the hotel building massing and relationship to its surroundings is required. We were promised a 'statement building' on this site which would be a reflection of the best of British architecture, and were expecting something exciting and unique: this has *not* materialised and the Society would press for this promise to be honoured. The building was originally meant as just a 'hotel' – but now there is a clash between hotel and residential: we consider the development should relate back to the approved Master Plan.

7.110 *Taking into account all of the site constraints, which include the Blackwall Tunnel, the design solution proposed is considered to be an acceptable response. The revised scheme relates well to the approved Masterplan and to the context of the O2 and the River.*

7.111 **Greenwich Conservation Group**  
*Initial Response*

7.12 Object strongly to this proposal which fails to achieve the simplicity of form of the indicative proposal for which conditional consent was granted at outline planning stage; the solution, at that stage, was for a simple 31 storey structure with a shallow curved shape, echoing the curve of the O2, and higher than any other buildings planned in the vicinity of the O2; since that time approval has been granted for a residential development on the adjacent riverside plot (NO602) immediately to the south, made up of a cluster of forms rising in height and culminating in a 31 storey tower; we were critical of this at the time, fearing that any solution for the hotel plot would no longer have the dominance envisaged at the outline submission stage, as is now indeed the case; and this could well be exacerbated should any developer of the plot (NO603) upstream of plot NO602 choose to adopt a similar solution, which the axial nature of the plot arrangements encourages; we object to the way in which the cluster of forms adopted for the hotel and the separate serviced apartments block interrelate, considering that, in direct views from the river and in longer views from the Maritime Greenwich World Heritage Site, the result will be a building blocky and slab-like in appearance; we also consider that the eastern face

of the podium element is set far too close to the outer edge of the O2 to allow for the breathing space which such a distinctive structural form deserves; we also regret that the uses proposed for the podium block are such that, from a good proportion of the perimeter of the O2, there are no views at ground level of the proposed riverside gardens to the west; we regret that the opportunity has not been taken to build to the average permitted height for the plot of 130m AOD (equivalent to 31 storeys) and, at the same time, adopting a far less complex arrangement of forms.

7.113 *Further Comments on the first revision to the scheme:*

Seen previously at the Group's 17.02.10 meeting - we appreciate the amount of work that has gone into producing these amended proposals, as shown in the Addendum to the original Design and Access Statement; we note the changes that have been made to the earlier iteration of this application on which the Group commented at its 14.02.10 meeting but regret these do not change the siting of the groups of buildings or their heights and massing, of which we were critical in our earlier response; the outline consent for the Peninsula masterplan was on the understanding that a hotel on this plot would be the dominant feature - a single curved form of approximately 31 storeys in height around which were clustered a series of much lower buildings; regrettably consent has been granted for a residential development on the nearby plot NO602 which, in part, includes a tower rising to 31 storeys, meaning that the current development proposed for Plot NO301 no longer has primacy; although we consider the change of materials for the cladding of the buildings represents an improvement, this lighter treatment fails to overcome the blocky nature of the grouping; although we did not comment previously on the non-orthogonal relationship of the serviced apartments tower to the stepped in height hotel element, we regret that the arrangement shown in Option 3 is not being pursued - a 23 storey tower orthogonal to the hotel set at right angles to the river producing, in our opinion, a more elegant solution; although we note that the convex shape now proposed for the ballroom element more successfully relates to the river, its overall size and massing remains a major concern; we were previously of the view that the service road between the Arena and the ballroom element set the latter in too close a relationship with the Arena; we now withdraw that part of our objection having been convinced from a site inspection that this is not the case; overall, continue to object.

- 7.114 *Further comments on the second re-consultation:*  
Note the changes made to the previous versions of this planned development on which the Group commented at its 17.02.10 and 14.04.10 meetings; our concerns continue to centre around the fact that the iconic signature 31-storey building, for which consent was given in the approved masterplan is no longer possible, as a result of a subsequent grant of approval to a residential development on a nearby plot which in places rises to 31 storeys; a criticism of the earlier submission persists in that the relationship of the residential tower to the hotel element is awkward and appears unresolved, despite the fact that the hotel building has now been given a convex form on its riverside elevation; it is regrettable that the elegant form of the 25-storey serviced apartment block is not repeated in the hotel element; the combination of a series of stepped heights ranging from 8, 12 and 17-storeys with elements of the plan set at right angles to the main 17-storey element results in a bulky massing which, given the plot's key location at the tip of the Peninsula, remains unconvincing; the revisions made to the ground treatment in terms of hard and soft landscaping represent a major improvement on that indicated in the earlier proposals and this the Group welcomes; however, the underlying concern of bulkiness and the awkward relationship between the hotel element and the serviced apartment block remains unresolved and the Group must continue to object to this application.
- 7.115 *The applicant has demonstrated in the Design and Access statement (and addendum) the logic of the rationale behind the approach taken. Taking into account all of the site constraints, which include the Blackwall Tunnel, the design solution proposed is considered to be an acceptable response. The revised scheme relates well to the approved Masterplan and to the context of the O2 and the River.*
- 7.116 **Hanson UK**  
9<sup>th</sup> April 2010
- 7.117 I have seen a copy of the Port of London's objection to the application, dated 19<sup>th</sup> February 2010 and I am adding Hanson's support to their comments insofar as they concern Victoria Deep Water Terminal. We do not object to the application but urge Greenwich Council to rigorously assess the applicant's consideration of VDWT as a potential source of noise.
- 7.118 Hanson operates an aggregates wharf at Victoria Deep Water Terminal, Tunnel Avenue London SE10 OQE. This is a safeguarded wharf within the Port of London and is a particularly valuable site because it provides

“Deep Water” berthing facilities. This means that the berthing of vessels is not limited by tides in the way that berthing at tidal wharves is. In planning terms, the site has established use for the transshipment of goods and benefits from unrestricted working hours.

- 7.119 Various materials are imported including hard stone for northern Ireland, stone from Scandinavia and marine dredged sand and gravel products. The marine dredged materials are initially received at our Dagenham wharf before being processed in the depot and loaded on to barges for onward shipment to Victoria Deep Water Terminal.
- 7.120 At current levels of operation, an average of five ships per month and two barges per day are unloaded, but the business is likely to grow in the future.
- 7.121 One of the vessels unloads via a ‘self discharge’ conveyor but all the others are unloaded with a crane. Whilst it is company policy to consider our neighbours when operating, the creation of some noise is unavoidable and this can happen at all times of the day or night.
- 7.122 In addition to the wharf operation, there are a number of secondary activities taking place on the site from the production of concrete to the recycling of concrete and other building materials. All these activities involve lorry movements including loading and unloading on the site and the use of other fixed and mobile plant and machinery. There is, therefore, the inevitable creation of noise albeit these secondary activities do not usually occur outside normal daytime working hours.
- 7.123 I am concerned to hear the applicant has based its assumptions of activity at VDWT on a 2002 Environment Statement which noted 2 that due to the occasional activity at VDWT and low associated traffic flows from the VDWT would have a minimal influence on the O2 Hotel site”. I feel a more robust analysis of noise from VDWT would be appropriate as activity at the site has increased since 2002.
- 7.124 The applicant’s noise report states that night time monitoring took place 11<sup>th</sup> and 12<sup>th</sup> December 2009 between 23.00 and 0700 hours. I am currently establishing whether there was any shipping activity at VDWT during that time because it would have been a highly important potential source of noise that should have been considered.

- 7.125 It may be that the applicant feels VDWT is sufficiently far enough away from the proposed development for there to be no risk of noise conflict but I would like to see this substantiated.
- 7.126 12<sup>th</sup> April 2010  
The applicant's noise survey is stated to have taken place: 11<sup>th</sup> and 12<sup>th</sup> December 2009 between 23.00 and 07.00 hours. It is confirmed that there was no ship unloading at VDWT during the period when the applicant undertook a night time noise survey. Therefore, this remains a significant concern.
- 7.127 *In response to these comments the applicants sent a copy of the Noise Assessment Report to the Hanson UK which demonstrated that the operations at VDWT would be unlikely to affect future residents of the hotel. Hanson UK subsequently withdrew its objection to this element of the development..*
- 7.128 **Greenwich Peninsula Regeneration Limited**  
The residential streets of the Masterplan should be protected from visitors leaving the hotel late in the evening particularly from the Ballroom/Special Events Venue. An alternative access would be preferable and we could work with AEG in this regard. At the very least we would ask you to consider imposing a Planning Condition on the Hotel limiting vehicle access and egress in the late evening and throughout the night between the hours of 10.30pm and 7.00am to the roads Ice House Way and Delta Strand (as shown on the attached plan).
- 7.129 We would also ask you to consider restricting access to the Ballroom/Special Events Venue roof terrace along the lines set out in our letter again to safeguard the residential amenity in the future adjoining residential blocks consented under the outline consent. We would suggest that the terrace could not be used after 10.30pm generally except on certain occasions say Christmas and New Years Eve, other public holidays and 5<sup>th</sup> November.
- 7.130 *A condition regarding noise from the hotel use, which would include the roof terrace has been included in the recommendation. The route of access to the site is the same as was proposed in the Masterplan. The access has been designed to take account of the need to retain the pumping station on the site. It would be difficult to enforce the requested restrictions on car use for the hotel which was a use that always intended to be present of this site in terms of the Masterplan. Appropriate conditions will be attached to any consent granted.*

7.131 **Rt Hon. Nick Raynsford MP**

8th February 2010

7.132 I am writing to express my serious reservations about the proposed development of a hotel, apartments and ballroom adjacent to the Dome on the Greenwich Peninsula.

7.133 While the underlying concept of a substantial hotel with large ballroom/dining capacity at this location is sound, the proposed design fails seriously to meet the challenge of the site. This is a highly visible, important location which clearly calls for an architectural solution of the highest quality.

7.134 Instead we are offered a complex of not very well related buildings which leave the impression of being a cross between a grain silo and a Soviet-era Palace of Culture. Approving this would be a serious mistake in such a significant location.

7.135 I note that CABE have made a series of devastating criticisms of the scheme;

*“As a composition, the buildings sit uncomfortably alongside each other”*

*“Instead of turning its back to the Dome, we think the opportunity should be seized to develop a conversation between the two buildings”*

*“We would question the degree to which the orthogonal planning of the buildings dominates the layout of the landscape, to the extent that nothing of the river’s geometry is revealed in the plan proposed”*

7.136 While I understand the developer’s wish to make quick progress on the scheme, I do not believe it would be right to give approval to a clearly unsatisfactory proposal. Instead I would urge Greenwich Council to ask the developers to reconsider the application in the light of CABE’s comments, and come back with revised proposals that fit more appropriately into this very important site.

7.137 6<sup>th</sup> April 2010

Further to my letter of 8<sup>th</sup> February concerning this proposal I have subsequently had further discussions with the architects and AEG and I have seen the latest evolution of their designs.

7.138 As I made clear in my earlier comments, I fully support the underlying concept of a substantial hotel with large ballroom/dining capacity and have no objection to the managed apartments which I understand are necessary to ensure the financial viability of the scheme.

7.139 My concerns have been entirely about the design solution which did not to my mind achieve the high quality outcome which is of vital importance on such a totemic site. I believe that AEG have made real efforts over the past two months to improve the detailed design including the choice of cladding materials, colours and the curvature of the ballroom. I welcome all of this but remain concerned at the relationship of the managed apartment tower to the hotel complex. In my view, which I have outlined to AEG, the scheme would be much improved by adding to the height of the managed apartment building, so it would both be a more dominant feature at the apex of the peninsula and have a more elegant and less stumpy feel than it does currently. I understand that there are limits on the number of managed apartments which can be agreed on the site and it would not be appropriate to agree an increase in this number. The two options would therefore seem to me to be;

1. To incorporate the same number of apartments in a slimmer but taller tower. I understand that AEG have reservations about the viability of such a proposal, but I have not had an opportunity to review the figures.
2. Alternatively to accept some additional new use which might be compatible with the managed apartments to augment the overall height of the tower. Clearly there would need to be discussions with the HCA about the acceptability of such arrangements.

7.140 I hope that these particular options for resolving the current impasse over the design of the tower and its relationship to the hotel complex may be explored further in the coming weeks.

7.141 *The apartment tower has been increased in height by 2 storeys and a convex curve has been added to the north-western façade. It is considered that the latest revisions to the scheme have addressed these comments.*

## 8. Planning Policy

8.1 This application needs to be considered in the context of a range of national, regional and local planning policies.

8.2 National Planning Guidance: These policies manifest themselves in a range of Government Circulars and Planning Policy Statements / Guidance Notes (PPS / PPG). These have the aim of guiding local authorities and developers towards formulating policies that promote the achievement of realistic and sound objectives. These objectives are to pursue high quality, well thought out developments, which make a positive contribution to the locality in social economic and environmental terms. The evaluation of this proposal has been considered with regard to those policy documents.

8.3 The PPS / PPGs relevant to the proposed application are:  
Planning Policy Statement 1 - Delivering Sustainable Development  
Planning Policy Statement 4 – Planning for Sustainable Economic Growth  
Planning Policy Statement 10 – Planning for Sustainable Waste Management  
Planning Policy Statement 22 – Renewable Energy  
Planning Policy Statement 23 – Planning and Pollution Control  
Planning Policy Guidance 13 – Transport  
Planning Policy Guidance 16 – Archaeology and Planning  
Planning Policy Guidance 24 – Planning and Noise

### **Strategic Planning Policy**

8.4 The London Plan (February 2008), which forms part of the Development Plan, seeks to accommodate substantial future growth in London's economy and population whilst creating a more open and equitable society, and at the same time preserving and improving London's heritage and environment. One of the main strategic priorities is the regeneration of East London, especially the Thames Gateway, which has a large reservoir of development opportunities. The Thames Gateway area includes major brownfield sites with development potential for significant increases in density that should be geared to the use of public transport.

8.5 The primary policy objectives of the London Plan are:

- To accommodate London's growth within its boundaries without encroaching on open spaces;
- To make London a better city for people to live in;
- To make London a more prosperous city with strong and diverse



- economic growth;
- To promote social inclusion and tackle deprivation and discrimination;
- To improve London's accessibility; and
- To make London a more attractive, well-designed and green city.

8.6 The GLA has also published several detailed strategies and Supplementary Planning Guidance (SPG) in support of the London Plan. The following documents are relevant in this regard:

- The London Plan SPG Housing Nov 2005
- Accessible London: achieving an inclusive environment SPG
- Recreation SPG
- Sustainable Design and Construction SPG
- The Mayor's Transport Strategy
- The Mayor's Economic Development Strategy
- The Mayor's Ambient Noise Strategy
- The Mayor's Energy Strategy
- The Mayor's Air Quality Strategy
- The Mayor's draft Water Strategy
- The East London Sub Regional Development Framework

8.7 The Mayor published the Draft Replacement London Plan in October 2009. It is expected to be formally adopted in 2011 when it will replace the 2008 version.

8.8 The Unitary Development Plan (UDP) was adopted on 20th July 2006, and is the Development Plan for Greenwich. It is the primary consideration in the determination of planning applications.

8.9 The Strategy for Greenwich contained in the Unitary Development Plan July 2006, is threefold:

- (a) Promote equality and social inclusion
- (b) Achieve sustainable development, and
- (c) Promote regeneration

These themes run throughout the plan and are reflected in its policies and proposals; although identified as three themes they are not independent but closely interrelated with each other.

8.10 The site is identified on the proposals map as part of mu19. The relevant

UDP policies are set out below.

## 8.11 **Strategic UDP policies**

- SC1 Ensure development policies reflect the needs of the Borough residents are especially those of the disadvantaged.
- SC2 Planning obligations and conditions will be sought where they are relevant to the development.
- SJ3 Retain, and encourage the expansion of, existing businesses
- SJ4 Resist loss of employment land and premises
- SJ5 Encourage training and the development of the skills
- SH5 To promote the provision of 35% affordable housing particularly for those on low or middle incomes.
- SO2 To safeguard, improve and enhance the character of existing public and private open space
- SE2 Protect and improve the environment
- SD1 Encourage a high quality of design in all new developments
- SM2 To seek equitable levels of mobility and accessibility and prioritise pedestrians, people with disabilities, cyclists and public transport users in development proposals.
- SM5 Promote and accommodate improvements to public transport.
- STC2 Support the Borough's Town Centre hierarchy
- ST1 Promote tourism
- ST2 Provision of facilities for tourists in appropriate locations
- SW1 Sustainable redevelopment of the Waterfront
- SW2 Enhance the value of the River Thames

## 8.12 **General UDP policies**

### **Community**

- C3** The Council will use appropriate planning obligations to meet any increased demand for community facilities

### **Jobs and the Local Economy**

- J13 The Council will resist development proposal that result in the loss without qualitatively adequate replacement of jobs suited to the needs and skills of local people
- J14 Employment and training of the Borough's workforce.
- J15 Community Benefits – the Council to secure community and workplace benefits through planning obligations.

## **Housing**

- H1 Residential development will be acceptable on suitable sites. The re-use of previously developed land will be promoted.
- H7 Standards for new residential development.
- H8 Make the best sustainable use of housing land to secure a high quality residential environment.
- H9 Density ranges for housing from 150 to 450 HRH for mixed housing.
- H11 Amenity space and gardens
- H12 Children's Play Areas
- H14 Secure appropriate levels of affordable housing.
- H15 A mix of housing types will be expected in all developments.
- H17 New housing should be built to Lifetime Homes Standards.
- H19 10% of dwellings to be built to full wheelchair standard.

## **Open Space**

- O10 Secure appropriate improvement and enhancement of existing public open spaces through planning obligations
- O15 Existing footpaths to be safeguarded
- O16 Amenity open space areas to be created along existing riverside footpaths
- O18 No adverse effects on sites of nature conservation importance
- O21 Protection of River Corridors
- O24 Management of Wildlife Sites

## **Environmental Protection**

- E1 Protection of adjacent occupiers and minimisation of pollutants.
- E3 Housing or sensitive uses will not be permitted on sites adjacent to existing problem uses, unless ameliorating measures are taken
- E5 Minimisation of light pollution.
- E6 Developments with potential to result in a significant deterioration in air quality will be resisted.
- E7 The Council will pursue traffic restraint, traffic reduction and other measures to reduce vehicle emissions.
- E9 Renewable energy.
- E11 Contaminated Land.
- E12 The Council will seek to ensure the provision of satisfactory services to areas where new communities are being established.

- E14 The Council will encourage waste reduction, reuse, recycling, energy recovery – with waste disposal as a final option.
- E15 The Council will encourage on-site provision for the reduction of waste and the separation of recyclable materials.
- E17 All development will be controlled so as not to give rise to flooding or surface, groundwater or aquifer pollution.
- E19 The Council will in consultation with the Environment Agency ensure that new developments safeguard existing tidal and fluvial flood defences.

### **Design and Conservation**

- D1 New development should be of a high standard of design, which should respect the character and appearance of the surrounding area in terms of scale, bulk, massing, layout and use of materials and meet a number of design objectives.
- D3 Development proposals will be expected to take account of ecological factors, as well as a display a high standard of landscaping.
- D4 The Council will seek to achieve improvements to both the urban and natural environment.
- D5 Appropriate parking and access arrangements.
- D7 All development to be designed to provide and improve personal safety.
- D8 The Council will seek to maintain tree coverage and encourage tree planting in appropriate places.
- D25 Protect Strategic views
- D 27 Protect local views
- D28 Location and assessment criteria for high buildings
- D30 Preservation of archaeological remains.
- D31 Assessing the impact of development on archaeological remains.

### **Movement**

- M1 Development and Transport General principles.
- M6 Accessibility to and from public transport.
- M7 Use of the River
- M19 Appropriate traffic calming measures in new developments
- M25 Car Parking Standards
- M26 Car Parking Standards
- M27 Considerations for parking provision
- M28 Community Benefits
- M29 Provision of adequate service areas

M32 The needs of cyclists will be particularly pursued in all new development.

M33 High standards of pedestrian safety

### **Town Centres**

TC16 Key Town Centre Uses and the Sequential Approach

### **Tourism**

T1 Location and Criteria for tourism development

T3 Diversification of tourism base

### **Waterfront**

W2 High quality of design within Thames Policy Area

W3 Greenwich Peninsula designated as a Mixed Use Area

W5 Safeguarded Wharves

## **8.13 Supplementary Planning Guidance / Documents**

8.14 Planning Obligations SPD (February 2008)

8.15 The document provides guidance about how the infrastructure, facilities and services likely to be required in association with developments are to be provided. It amplifies the requirements set out in the Greenwich Unitary Development Plan, adopted July 2006. It covers direct provision of facilities and other obligations to be met by the applicant and, where appropriate, the financial contributions that will be sought.

8.16 The Greenwich Peninsula Development Framework (2002)

8.17 The Greenwich Peninsula Development Framework document is adopted as Supplementary Planning Guidance and is currently being updated. It sets out the parameters for the future development of the Greenwich Peninsula. It seeks to create a new urban quarter that responds to, and is integrated with, the surrounding area.

8.18 The Framework sets out several key objectives for the area. These include the following:

High quality design and architecture

Improving permeability

Provision of family accommodation

Integration of housing tenure

Employment creation  
Provision of education and community services

## 9. Considerations

- 9.1 The application is considered in relation to the national, regional and local planning policies referred to in the preceding section of the report, and in relation to the representations received as a result of the consultation process.
- 9.2 This section of the report provides an analysis of the specific aspects of the proposed development and the principal issues that need to be considered in the determination of the planning application.
- 9.3 This is a full planning application for the development of a 452 bedroom hotel with associated uses and 100 serviced residential apartments on the site known as Plot N0301 in the Greenwich Peninsula Masterplan.
- 9.4 The current scheme falls outside the parameters for Plot N0301 that have been approved in outline, therefore consideration of the differences in the building siting, building footprint and massing as well as the introduction of a residential (C3) use is required. Consideration is also required regarding the matters which would have been reserved such as the mix and tenure of the residential dwellings and the detailed design of the buildings.
- 9.5 The variations between the approved outline building parameters and the current application are summarised as follows:
- The siting of the building has been altered so that it is set back further from the western boundary on the River Thames whilst it has been sited closer to the river on the northern side of the site.
  - The footprint and massing have been altered by breaking the building down into 3 distinct elements with an orthogonal, rather than curved shape.
  - A residential (Use Class C3) use has been introduced on the Plot in the form of the serviced residential apartments.
  - The height remains within the maximum height approved for the site.
  - The overall floor area to be provided on the site remains within the maximum floor area approved for the Plot
- 9.6 The development approved for the site in terms of the outline consent

was the subject of an EIA. An EIA screening opinion has determined that the current proposal will not require a further EIA.

## 9.7 Land Use

### Hotel use

- 9.8 In terms of Policy T1 the Council will welcome hotel developments in appropriate locations including areas listed in the Mixed Use Schedules and in identified Waterfront locations with good public transport access. Policy W3 identifies Greenwich Peninsula as a waterfront area within the Borough designated for mixed-use redevelopment to include business, residential and other appropriate uses.
- 9.9 Site Schedule mul9 in the UDP identifies the site as being suitable for a hotel and open space accessible to the public and the uses permitted for the district within the [2004] Greenwich Peninsula Masterplan and the Greenwich Peninsula Development Framework (2002).
- 9.10 The London Plan identifies the Greenwich Peninsula as an Opportunity Area in the South East London sub-region and Thames Gateway. The sub-region is the Mayor's priority area for development, regeneration and infrastructure improvements able to accommodate a minimum of 55,000 additional homes up to 2016 and 100,000 jobs up to 2026. The plan states that Greenwich Peninsula has the land capacity for substantial amounts of development, contributing to regeneration of the Thames Gateway. The main focus for development should be at the north of the peninsula around the Dome and Jubilee Line station. The Plan identifies two important strategic roles for the Peninsula; the first involves the development of the Dome as a leisure attraction of international significance; and the second, as a major contributor to meeting London's need for additional housing.
- 9.11 The planning permission approved on the 23<sup>rd</sup> February 2004 granted outline consent for a 630 bed hotel of up to 60,000 sq.m including a conference centre and ancillary uses. Therefore the principle of a hotel development on the site has already been established.
- 9.12 The ballroom/special events space will be the largest such facility in London and provide modern and flexible facilities for conferences, exhibitions, awards ceremonies and conventions. Such a use is appropriate for a location that has been identified as an entertainment district. It is anticipated that the proposed hotel development, with the

ballroom/special events space will generate additional interest in Greenwich as a destination.

- 9.13 A hotel demand study prepared by Grant Thornton and The Leisure & Tourism Organisation in June 2006 for the GLA suggested that an estimated 1750 net additional rooms will be required in Greenwich between 2007 and 2026. At 452 rooms, the proposed hotel would account for a significant proportion of the identified need.
- 9.14 The site is in close proximity to the O2 and its entertainment uses, the emerging office district around Peninsula Square, the tourist destination in Greenwich and the business uses in Canary Wharf. It has good access to public transport. It is considered that the site is a suitable location for the proposed hotel use.
- 9.15 The O2 is established as a national/regional entertainment district. The proposed hotel will accommodate uses that will complement this status and help to consolidate this entertainment district by providing hotel accommodation in close proximity to the venue.
- 9.16 A lack of quality hotel bedspaces is one of the key challenges in transforming perceptions of Greenwich as a destination in order to attract a greater percentage of higher spending staying visitors; in this regard a four star hotel on Greenwich Peninsula would appeal to a different visitor market than the existing hotel offer in Greenwich.
- 9.17 Hotels are defined as town centre uses. In terms of PPS4 the location of such uses outside of town centres should be resisted unless they are allocated for the site in terms of the Development Plan. As a hotel use is allocated for this site in terms of the UDP, the proposed use is in accordance with this central Government Policy.
- 9.18 Taking the above into account it is considered that the principle of a hotel in this location is acceptable and is in accordance with national, regional and local policy.

#### Residential Use

- 9.19 Although the serviced residential apartments constitute a different residential offer to other homes that fall within the C3 Use Class, they are essentially units to be sold on the open market for residential use and as such, still fall within the C3 Use Class.



- 9.20 The outline Masterplan did not allocate a residential use for this location. However, in terms of the Masterplan the wider Peninsula is to be developed as new residential district. Therefore a residential use on the Peninsula has been previously accepted. The London Plan also recognises Greenwich Peninsula as an Opportunity Area to be a major contributor to meeting London's need for additional housing. It is considered that the principle of a residential use on the site is consistent with UDP and London Plan Policy.
- 9.21 PPS3 promotes the delivery of housing in suitable locations by making effective use of land, preferably brownfield sites and existing infrastructure. This is a previously developed site, with good access to public transport and supporting uses. It is considered that the location of a residential use on this site is in accordance with this central Government Policy.
- 9.22 In relation to the Masterplan, the proposal will increase the number of residential units in the Masterplan area by 100. In the context of the circa 10,000 residential units granted outline consent within the Peninsula Masterplan Area, including on the Plots directly adjacent to the site to the south, it is considered that the proposed residential units will not be in conflict with the Masterplan. The overall floor area to be developed on the site (including the hotel) is less than that granted for this Plot in the Masterplan. Therefore proposal will not give rise to any greater intensity of development.
- 9.23 Overall it is considered that the principle of the proposed hotel with the associated ballroom and ancillary is acceptable and will enhance the major entertainment and leisure destination that is The O2 and the vitality of the Peninsula in general. The serviced apartments will contribute towards the provision of residential accommodation in this recognised opportunity area.
- 9.24 **Housing**
- 9.25 In terms of housing, UDP policy seeks the re-use of previously developed land, with new residential developments achieving a high quality of design and environment at a density appropriate to their setting. Developments of the scale proposed should achieve a mix of unit sizes and tenures, provide sufficient amenity space, and provide a proportion of units to be wheelchair accessible (10%) and Lifetime Homes Standards.
- 9.26 The serviced residential apartments are to be sold on the open market for

residential use and as such, constitute a form of C3 use. However, they will differ from other residential uses on the Peninsula in that they will have the benefit of the services offered by the hotel.

9.27 Each of the serviced apartments will benefit from a private winter garden. A semi-private amenity space, including play space for children, is to be provided at ground floor level adjacent to the service apartment block for the apartment residents.

9.28 With the exception of the studio apartments, all the units meet the minimum internal space standards and floor to ceiling heights set out in the Mayor's London Housing Design Guide, Interim Edition and are lifetime homes and compliant with the latest version of the Greenwich Wheelchair Site Brief.

#### Residential Mix

9.29 The scheme will not provide any affordable housing on the site. A contribution towards the provision of affordable housing in a suitable off-site location will be sought through the S106 Agreement.

9.30 UDP Policy H14 seeks 35% of all new homes to be affordable however, the policy also states that the precise percentage, distribution and type of affordable housing will be determined by the circumstances and characteristics of the site and development, the economics of provision, other planning objectives and the need for affordable housing.

9.31 UDP policy has a presumption in favour of on-site affordable housing provision where it is viable and practical to do so. Off-site provision is acceptable in exceptional circumstances where it would contribute to the provision of mixed and balanced communities.

9.32 The proposed serviced apartments are not conventional residential units as they are tied in to the services provided by the hotel. Although the proposed residential accommodation falls within a C3 use class, it is considered that the building would not provide a suitable environment for affordable housing and it would be difficult to keep the services charges down as the building would be connected to the hotel. The most appropriate response to the application of UDP policy in the case of this site is for the affordable housing to be provided off-site.

9.33 The applicants will make a financial contribution towards off-site affordable housing in terms of the S106 Agreement. It is unlikely that this

contribution will provide the equivalent of 35% affordable housing, however, the scheme has been the subject of an Independent Financial Assessment, which has verified that this is the level that the scheme can deliver whilst remaining financially viable.

9.34 In terms of unit sizes, the proposed residential mix comprises 15% of the total units for family sized (3 bedroom) dwellings. This equates to 20% of the total residential floor area which is below the recommended provision required in the UDP. Policy H15 requires 35% of the total residential floor area to consist of units of three bedrooms or more.

9.35 This application site is located within an Entertainment District immediately adjacent to the O2 and the proposed hotel with its large ballroom. The site will be surrounded by ongoing activity in these venues and it is not considered that it is a suitable location for a large proportion of family housing.

#### Residential Density

9.36 The application proposes a density of 372 dwellings per hectare or 974 habitable rooms per hectare (HRH).

9.37 Planning Guidance seeks to maximise the use of sites that are located in close proximity to major transport interchanges and should seek to promote intensive developments in such locations. Where residential use is proposed, planning guidance advises that optimum use be made of the land on those sites with good links to public transport.

9.38 The Unitary Development Plan recognises that the development of sites immediately fronting the River Thames provides an opportunity for high densities owing to the advantages of the views and sense of space provided by housing overlooking the river.

9.39 The density falls within the range recommended in the London Plan (650-1100 HRH) which sets density ranges on the basis of site location, setting and public transport accessibility.

9.40 The development proposes delivery of a sustainable urban environment which seeks to benefit from its riverside location and proximity to the North Greenwich interchange. The development will be supported by a good range of facilities, good quality public realm and will provide homes that are linked to a sustainable and integrated transport system. It is considered that the density is acceptable for the site.

### Wheelchair Units and Lifetime Homes Standards

- 9.41 The UDP states that new housing should be built to Lifetime Home Standards and the London Plan requires this. All residential dwellings will be designed to Lifetime Homes Standards and a condition has been included to secure this.
- 9.42 In terms of the UDP the Council will seek to negotiate 10% of dwellings to be built to full wheelchair standard or units capable of being adapted to full wheelchair standard without further structural alterations. Residential units that are wheelchair accessible or easily adaptable will make up 10% (10 units) of the serviced apartments. The wheelchair provision complies with the UDP.
- 9.43 Wheelchair accessible guestrooms are evenly distributed across all floors of the hotel and include a range of guestrooms and suites. There will be 26 wheelchair accessible guestrooms in total.
- 9.44 It is considered that the overall design and layout of the development as well as the communal and private spaces within the development are inclusively designed, resulting in good permeability and connectivity.
- 9.45 **Design**
- 9.46 UDP policy seeks a high quality of design in all new development. This should preserve or enhance areas of valued character, improve areas of poor quality environment and promote the use of previously developed land. Policy DI sets out that proposals will be expected to provide a positive relationship between the proposed and existing urban context by taking account of, amongst other criteria, existing townscape, local landmarks, views and skylines; the architecture of surrounding buildings; the quality and nature of materials; and, the scale, height, bulk and massing of adjacent townscape. The policy also requires that proposals should promote local distinctiveness; provide a safe and secure environment; achieve universally accessible and inclusive environments; integrate with existing circulation networks and patterns of activity; create attractive manageable well functioning spaces; maximise energy conservation and achieve a BREEAM excellent rating.
- 9.47 Good design is central to all objectives of the London Plan and is specifically promoted by the policies contained within Chapter 4B which address both general design principles and specific design issues. London Plan Policy 4B.1 sets out a series of overarching design principles for

development in London. In addition to Chapter 4B, London Plan policies relating to density (3A.3), sustainable design and construction (4A.3) and waterside development (4C.11, 4C.14, 4C.15) are also relevant. Design policies in the London Plan include specific design requirements relating to maximising the potential of sites, the quality of new housing provision, tall and large-scale buildings, built heritage, views, and the Blue Ribbon Network. The consultation draft replacement plan includes further detailed design policy in Chapter 7.

- 9.48 The site is directly adjacent to the O2. Originally known as the Millennium Dome, the O2 has become a distinctive and iconic feature of the London skyline and a marker for Greenwich Peninsula. Therefore the relationship of the site and the proposed buildings to the O2 is a significant consideration.
- 9.49 It is considered that the approach taken by the applicant's architect has delivered an acceptable solution in design terms for the site.
- 9.50 The decision to move away from the massing approved in the Masterplan and design the building as three distinct elements to present a contrasting orthogonal massing to the O2 instead of replicating its curved shape has merit, and has been supported by CABE.
- 9.51 It is considered that the design will not detract from the appearance of the O2 and relates well to the approved layout, scale, bulk and massing of the Masterplan development on the rest of the Peninsula.

#### Height, Scale, Bulk and Massing

- 9.52 The height of the proposed buildings is below that approved for the site by the Outline Permission.
- 9.53 The outline planning permission approved on the 23<sup>rd</sup> February 2004 granted a maximum height of 103.75m (approximately 34 storeys) for the hotel development on this site. It was to be the tallest building on the Peninsula. The maximum height of the proposed development will be 92.7m AOD (24 storeys).
- 9.54 In terms of the Greenwich Peninsula Masterplan, the residential development adjacent to the riverside to the south of the site will be a series of blocks of varying heights. The main north/south boulevard that traverses this area terminates at the hotel site. The Masterplan intended that the hotel building provide a visual termination of this route.

- 9.55 It is considered that the scheme relates well to the proposed layout, height, scale, bulk and massing of the surrounding buildings in the Masterplan and provides a suitable visual termination on the riverside and when viewed from the west and the south. The increased height of the serviced apartment building creates a strong visual termination at this point on the Peninsula, which is in accordance with the design principles of the Masterplan.
- 9.56 Convex curved facades have been introduced to the riverside elevation on both the ballroom and serviced residential apartments. These curves provide a visual connection to the circular shape of the O2 as well as the curvature of the river adjacent to the site.
- 9.57 The proposal has been formulated to maximise river views and retain adequate views of the O2, ensure the development is commercially attractive to operators and provide an enhanced public realm on the riverside and around the O2. It includes many sustainable features and proposes good quality materials for the facade.
- 9.58 Whilst it acknowledged that the building does appear quite bulky adjacent to the O2 from some views, it is not completely overwhelming in scale and adequate views of the O2 are retained.

#### Layout

- 9.59 The layout has been somewhat constrained by the existing Blackwall Tunnel ventilation shaft and the pumping station which have to remain on the site.
- 9.60 The ballroom has been sited and designed to maximise the views towards the River Thames and Canary Wharf and maximise the retention of views of the O2. The terrace on the roof which will be accessible to the public has also been sited to take advantage of this western aspect.
- 9.61 The entire footprint has been shifted eastwards towards the O2. This has allowed for a larger area of open space between the building and the riverside, providing a better opportunity to use landscaping to enhance the setting of the building in the local context.
- 9.62 Overall, the proposed Development, whilst differing in the distribution of built form from the consented 2002 Masterplan, conforms to the same design principles of the 2002 Masterplan. The northernmost apartment tower would continue to read as a vertical counterpoint to the low arch

of The O2 and as an appropriate termination to development along the west side of the Peninsula.

#### Materials and Appearance

- 9.63 The materials have been amended since the scheme was first submitted. The overall effect of these changes has been to lighten the colouration of the building and provide more animation and visual interest to the façade. The lighter glazing and reflective silver panels and external champagne gold colour fins relate better to the O2 than the original darker glazing and vertical fins. The facades of the three components have different arrangements to distinguish them.
- 9.64 It is considered that the proposed materials are of a high quality and the external appearance relates well to the context of the O2 and the Masterplan. A condition will require the submission of details for the materials to ensure that the final quality of the materials is appropriate.
- 9.65 **Landscaping, Public Realm and Amenity Space**
- 9.66 UDP policy seeks a high standard of landscaping in all development, taking into account ecological factors, the maintenance and enhancement of tree coverage and suitable arrangements for parking and access.
- 9.67 The site will comprise of a large amount of both public and private open space. The landscaping strategy outlined in the Design and Access Statement and Planning Addendum is to create different character areas for different functions and users. These will range from semi-private spaces for the hotel users and serviced apartment users to public open space on the riverside for the general public.
- 9.68 In response to the comments from CABE the applicants have amended the strategy to include provision for shelter and activity along the water's edge, activation of the ground floor level surrounding the serviced apartment tower and improve permeability. The overall strategy has been amended to provide a less formal landscaped environment than what was previously proposed.
- 9.69 The pedestrian link between the hotel and serviced residential apartments has been elevated to level 01 with a clear height of 4.25m above ground level. This has unlocked an area of 2,918 sq.m of land between the serviced residential apartments and an entrance to the O2. This land is outside of the application site but is within the control of the applicant. It

is proposed to landscape this area to link it with the site. The addition of this landscaped area will enhance permeability across the site providing an enhanced setting for the buildings.

- 9.70 All of the serviced apartments will have a private amenity space in the form of winter gardens. In addition they will have a semi-private amenity area at ground floor level of at least 525 sq.m which will include a children's play area.
- 9.71 The roof terrace on the ballroom building offering views across the river will provide an additional amenity area both for occupants of the development and as well as the general public.
- 9.72 It is considered that the proposed landscaping strategy will create high quality areas of public realm that will be integrated with the riverside. Sufficient amenity spaces will be provided for residents and hotel occupants. Full details of the landscaping are to be submitted in terms of Conditions included in the recommendation.
- 9.73 **Access and Parking**
- 9.74 The site is well connected to public transport and the local road network.
- 9.75 The site will be accessed from the access network provided in terms of the approved masterplan. Vehicles will enter the site from Drawdock Road off Millennium Way to the south via a barrier controlled access. Internal roads then lead to the drop-off areas in front of the hotel, ballroom and serviced apartment block and to the parking beneath the ballroom. The servicing will take place from the existing service road that serves the O2.
- 9.76 Pedestrians will enter the site via the main site entrance adjacent to the existing slipway on Drawdock Road. Footpaths will then lead to the various buildings and public open space. Staff will access the site via a separate security controlled entrance from Drawdock Road. The site will not be accessible to pedestrians from the north.
- 9.77 It is considered that the proposed access arrangements are acceptable. A condition has been included requiring details of wayfinding information to be provided from various arrival points on the Peninsula.
- 9.78 There will be 235 secure parking spaces located within the podium



beneath the ballroom. A maximum of 70 of these spaces will be allocated to the serviced apartments . There will be 20 disabled parking spaces of which 6 will be reserved for the residential units. An additional 6 spaces will be provided for staff parking to the rear (east) of the hotel. This amount of parking represents a significant reduction from the 400 spaces approved for the hotel use in terms of the outline consent. It is considered that the amount of parking to be provided is sufficient for this location and is consistent with UDP Policy.

9.79 A total of 214 cycle spaces will be provided for the development. There will be 169 spaces for the serviced apartments. In the hotel building there will be 45 cycle spaces for staff. Shower and changing facilities will also be provided within the hotel block. Hotel guests will have access to 15 of the spaces and a bike hire scheme is being considered. The amount of cycle parking meets the requirements for the development. The amount of cycle parking exceeds the requirement for the residential development.

## 9.80 **Sustainability and Energy**

9.81 The London Plan climate change policies as set out in chapter 4A collectively require developments to make the fullest contribution to tackling climate change by minimising carbon dioxide emissions, adopting sustainable design and construction measures, prioritising decentralised energy supply, and incorporating renewable energy technologies The policies set out ways in which developers should consider and address mitigation of and adaptation to the effects of climate change.

9.82 UDP policy seeks to encourage environmentally sustainable forms of development, the re-use and recycling of waste, traffic reduction and to encourage development that is energy efficient in terms of layout, orientation, design and use of materials.

9.83 The proposed scheme would give rise to carbon emission reductions of approximately 34% beyond the current building regulation standards. This is achieved by a variety of passive measures and a CHP scheme together with photovoltaic cells.

9.84 The Energy Assessment Report, submitted in support of the Application, sets out the energy strategy for the proposed Development.

9.85 A number of energy conservation measures have been incorporated into the Development to reduce the energy demand and CO2 emissions.

These measures include passive design features, as well as a series of energy efficient engineering systems and energy conservation measures. These would include:

- Building envelope U Values beyond the minimum value recommended in the Building Regulations;
- Optimising orientation of the Hotel and serviced residential apartment buildings;
- Passive solar shading in the façade of the Hotel tower;
- Improved building air tightness for the serviced residential apartments;
- Low energy lighting;
- Automated lighting control systems;
- High efficiency boilers;
- Heat recovery on mechanical ventilation systems;
- High efficiency motors with variable speed drives for pumps and fans;
- Power factor correction on incoming electrical supplies;
- Building Energy Management System with monitoring and targeting software; and
- Combined heat and power (CHP) unit, the generator of which would be located within a dedicated plant room within the existing O2 arena.

9.86 The incorporation of these passive and energy efficient systems would reduce the CO<sub>2</sub> emissions from the Site by approximately 15%, from the Part L: 2006 Building Regulations requirements.

9.87 The CHP unit proposed would reduce the CO<sub>2</sub> emissions from the development by a further estimated 21%. Furthermore, facilities would be provided to connect both the Hotel and serviced residential apartment building into the Peninsula wide CHP scheme should this become available in future. This would further reduce the CO<sub>2</sub> emissions over and above the reductions specified in the Energy Assessment Report.

9.88 Of all the technologies reviewed, the addition of a photovoltaic panel array located on the Hotel ballroom roof was found to be the only viable option for renewable energy that would work in conjunction with the proposed CHP scheme. An area of 325m<sup>2</sup> of photovoltaic panels represents a further 2% reduction in CO<sub>2</sub> emissions for the Development.

- 9.89 The other sustainability credentials of the scheme are:
- The proposed development is located on a brownfield site in close proximity to public transport.
  - The buildings have been designed to achieve a least Code for Sustainable Homes Level rating of 4 and BREAAAM 'Excellent' rating;
  - Rain water harvesting will provide water for landscape irrigation;
  - Water efficient sanitary systems will be incorporated, providing low water usage;
  - Extensive green roof areas will be provided;
  - The use of recycling materials will be maximized where possible.
  - A recycling strategy will be developed for waste; and
  - A travel plan is to be produced to promote travel uses other than by private car.
- 9.90 The proposed CHP plant is to be housed within a dedicated energy centre plant room located within an existing back of house area in the O2 Arena. It will be connected to the buildings on the site by district heating pipework.
- 9.91 It is considered that the sustainability and energy efficiency credentials of the scheme are satisfactory. Conditions have been included to secure these sustainability measures and to seek to achieve even better levels of sustainability where possible.
- 9.92 **Amenity**
- 9.93 The closest existing residential development is on the opposite side of the River Thames, in the London Borough of Tower Hamlets. These are all a minimum of 400m away. Currently there are no residential developments immediately surrounding the site, however in terms of the Peninsula Masterplan, residential development is proposed for the Plots to the south. It is not considered that there will be any significant overlooking or overshadowing to these surrounding properties as a result of the development.
- 9.94 Conditions have been included in the recommendation to control the maximum noise level from the hotel to prevent a nuisance to surrounding residents.
- 9.95 The minimum distance between the hotel and the serviced apartments is 15m. This is considered acceptable to avoid significant overlooking between the two uses.

9.96 It is concluded that the scheme will not have any significant impacts on existing and future surrounding residents.

9.97 **Environmental Report**

9.98 The application was accompanied by an Environmental Report which assesses whether the proposed development would result in environmental impacts which differ from those identified in the EIA of the consented 2004 Masterplan. In particular, the additional land use as a consequence of introducing a residential serviced apartment tower was taken into account, as well as the different massing, orientation and footprint that is now proposed for the built form. The overall quantum of development (59,947 sq.m) remains within that included in the consented Masterplan for this site (60,000 sq.m). Any potential deviations from or additions to the findings of the Masterplan EIA were identified and assessed.

9.99 On the basis of this assessment it was concluded that with the implementation of the appropriate mitigation measures identified in the original ES the development would not give rise to significant additional environmental impacts to those assessed for the approved Masterplan. These mitigation measures will be secured by condition.

9.100 Flood Risk

9.101 The proposed development lies in an area designated by Environment Agency methodology as within Flood Zones 1, 2 and 3. Therefore the proposed site is classified as being at a low, medium and high risk of tidal and fluvial flooding. The area of 'high risk of flooding' occurs in the Southern area of the proposed site.

9.102 The proposed development is situated in area which is protected from flooding by the Thames tidal defences. Even with anticipated climate change, the site is not considered to be at risk from 1 in 1,000 year flood levels. Furthermore, the FRA shows that due to proposed AOD levels, the minimum ground floor level is above the maximum predicted flood level.

9.103 The submitted Flood Risk Assessment concludes that the proposed development would be subject to a low risk of flooding.

Noise

- 9.104 With the introduction of the serviced residential apartment tower, a PPG24 noise suitability assessment was undertaken. The baseline monitoring showed that the site falls within the noise Exposure Category B, which infers that noise should be taken into account when determining the planning application. A suitable internal noise environment can be achieved by the use of noise insulation in the building fabric and double glazing to the proposed serviced residential apartment building. Conditions have been included requiring details of the exact measures that will be used.
- 9.105 The consultation responses have identified the Victoria Deep Water Terminal (VDWT) which is located to the south of the site as a potential noise source of concern. This is a Safeguarded Wharf within the Port of London. In terms of Policy W5 of the UDP the Council will seek to ensure that all practicable measures are employed to minimise the conflicts between wharf operations and adjoining uses. Furthermore, in terms of Policy E3 housing will not normally be permitted on sites adjacent to existing uses that produce significant levels of noise.
- 9.106 Mitigation measures required to eliminate the impact of noise from the activities at VDWT on the development have been identified by the applicants in collaboration with the VDWT operators. These relate to design measures regarding sound insulation, ventilation and comfort-cooling measures to all relevant windows and/or rooms in the proposed development. A condition has been included in the recommendation requiring that these identified measures are fully implemented when the development is constructed.
- 9.107 There is also a potential for the proposed uses associated with the hotel to have a negative impact on the amenity of surrounding properties. Therefore conditions have been included requiring detail of construction and other noise control/ containment measures to ensure acceptable noise levels are not exceeded.

#### Ecology

- 9.108 The proposed development includes the provision of 2,684 sq.m of extensive green roofs on the lower level buildings associated with the hotel tower and ballroom. Areas of soft landscaping around the buildings including tree planting, formal gardens and areas of native species planting are proposed immediately surrounding the new buildings and along the frontage of the riverside walk to the west of the site. A condition has been included to secure the submission of the full details of these ecology

proposals. This development offers an opportunity to enhance the ecology of the site. The combination of these proposals will result in a significant net gain for local wildlife.

#### Microclimate

- 9.109 It is considered that the proposed amendments to the building footprint, massing and siting will not result in significant impact on daylight and sunlight levels to the units in the development or proposed surrounding developments and public spaces.
- 9.110 A wind environment assessment has been carried out which concluded that with the adoption of specific mitigation measures (in the form of soft landscaping and screens) the conditions on the site would be safe and suitable for the intended uses. A condition has been included in the recommendation to secure that these works are implemented.
- 9.111 **Regeneration, Jobs and the Economy**  
It is considered the development, particularly the hotel and its associated ballroom will make a significant contribution to the ongoing regeneration of Greenwich Peninsula. It will continue to build on the success of the O2 Arena in establishing the area as a major Entertainment District.
- 9.112 The proposed development will create approximately 170 full time equivalent (FTE) jobs during the construction phase. During the operational phase, it is estimated that the development will provide 395 FTE jobs. This is an increase on the estimates for the hotel development in the outline planning permission. This increase, even though the size of the hotel has dropped has resulted from more certainty that the hotel is to be a four star operation. A contribution towards and participation in, GLLAB will be secured in the S106 Agreement.

#### 10.1 Legal Agreement

- 10.2 The legal agreement dated 23 February 2004 for the comprehensive redevelopment of Greenwich Peninsula secured a range of community benefits/planning obligations. Those benefits and obligations relating to The Hotel included: Community Initiatives, provision of emergency services facilities, environmental sustainability commitments, maintenance and use of Dome Open Space, and commitment and participation towards local employment and training.
- 10.3 The proposed development is introducing a new use onto the site in the

form of 100 serviced residential apartments and therefore further S106 obligations are applicable to this development in terms of the Council's Planning Obligations SPD 2008. A supplemental legal agreement is proposed in order to ensure that any Masterplan obligations and community benefits that apply to the current planning application are secured.

10.4 In addition obligations arising out of this development will also be included in the Supplemental Deed in relation to the following Heads of Terms:

- Affordable Housing
- Transport
- Education
- Employment Training
- Health
- Local Community Facilities
- Public Realm
- Emergency Services
- Public Safety
- Sports and Leisure Facilities
- Cultural Strategy
- Waste Management
- Mitigation for any impact upon the PLA navigation link
- Environmental Health
- Revision of the Dome Open Space Plan approved as part of the Outline scheme to reflect changes to the configuration of the public realm around the site
- Legal and Monitoring Costs

## 11. Implications for Disadvantaged Groups

- 11.1 Access to and within the development for persons with physical disabilities has been addressed in the application.
- 11.2 The scheme will secure a financial contribution towards off-site affordable housing in a suitable location.
- 11.3 The scheme will provide 10 wheelchair units in the serviced apartment block and 26 accessible hotel guestrooms.
- 11.4 The proposal will provide new job opportunities both in the construction phase and when complete.
- 11.5 All new housing will be constructed to Lifetime Homes standard.

## 12. Conclusions

- 12.1 It is considered that the proposed development will complement the Entertainment District on the Peninsula and enhance the profile and vitality of the Peninsula in general.
- 12.2 The proposals are considered to be in accordance with the objectives set out in the Unitary Development Plan July 2006, the London Plan and Strategic Government Guidance and will not be detrimental to the delivery of the approved outline Masterplan for Greenwich Peninsula.
- 12.3 Accordingly it is recommended that planning permission is granted in line with the recommendation in section 3 of this report.

### Background Papers:

Unitary Development Plan 2006.

The London Plan

Supplementary Planning Documents and Guidance

Planning Policy Guidance and Statements (PPG's & PPS's)

Application Documents submitted in respect of Application Ref. 10/0140/O

Application Documents submitted in respect of Application Ref. 02/2903/O

SI06 Agreement dated 23 February 2004

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