

<b>PLANNING BOARD</b>		<b>DATE</b> 27 January 2011
<b>TITLE</b> Enderby Wharf (former Alcatel site), Christchurch Way, Greenwich, SE10 (Ref: 10/3063/F)		<b>ITEM NO.</b> 7
<b>LEAD OFFICER</b> Director of Regeneration, Enterprise and Skills		<b>WARD</b> Greenwich Peninsula

1. Decision Required

1.1 The Planning Board is requested to agree to the recommendations set out in Section 3 of this report.

2. Summary

2.1 This report considers a planning application and accompanying listed building consent application for the redevelopment of land at Enderby Wharf (former Alcatel site), Christchurch Way, Greenwich. The Board is being asked to consider:

a) A full planning application for a mixed use development totalling 52,886 square metres floor space including:

770 residential units

Cruise Liner Terminal (17,312 square metres)

251 room Hotel (14,474 sq.m)

Commercial (Use Class B1 – 594 square metres)

Skills Academy (Use Class D1- 580 square metres)

Crèche (D1 – 251 square metres)

Gymnasium (Use Class D2 – 304 square metres)

Enderby House Extension (A1, A3, A4, B1, D1, and D2 – 733 square metres)

b) Listed Building Consent is sought for alterations and extensions to the grade II listed Enderby House.

2.2 In determining this application, approval is being sought for those matters set out in the Environment Impact Assessment which defines the parameters of the planning application, including the quantum of development, general distribution and range of uses, building heights, density, residential mix including affordable housing and vehicular/pedestrian access arrangements.

- 2.3 The scheme was subject to extensive pre-application discussion with all relevant stakeholders to create a residential led mixed-use development that would facilitate a sustainable use of this brownfield site and open up the river to the public.
- 2.4 The report details all relevant national, regional and local policy implications of the scheme, including supplementary planning guidance.
- 2.5 The site lies within the Greenwich Peninsula West Strategic Industrial Location (SIL) identified in the adopted London Plan and Defined Industrial Area in the 2006 Greenwich Unitary Development Plan. The site designation in the adopted UDP is designated as Defined Industrial Area which safeguards sites for activities within use class B1, B2 and B8. The proposal for a mixed use scheme including the cruise liner terminal is therefore a Departure from the Plan.
- 2.6 The proposal is for a residential led mixed use scheme. Uniquely in London the proposals include the provision of a cruise ship terminal with capacity for one cruise ship to berth and space for 2no. Thames Clipper berths. The proposals also include a hotel, gym, skill's Academy, commercial units, crèche, and visitor centre/restaurant/bar. While the principle of the development would not generally be acceptable due to the land use designation, the addition of the cruise ship element leads to a balanced consideration of the merits of the scheme.
- 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 full planning permission and Listed Building Consent (Ref. 10/3063/F & 10/3034/L) for:

a) A mixed use development totalling 52,886 square metres floor space including:

770 residential units  
Cruise Liner Terminal (17,312 sq.m)  
251 room Hotel (14,474 sq.m)  
Commercial (B1 – 594 sq.m)

Skills Academy (D1- 580 sq.m)

Crèche (D1 – 251 sq.m)

Gymnasium (D2 – 304 sq.m)

Enderby House Extension (A1, A3, A4, B1, D1, and D2 – 733 sq.m)

- b) Listed Building Consent (10/3034/L) for alterations and extension to the Grade II listed Enderby House.

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) The satisfactory completion of a legal agreement to secure the heads of agreement set out in section 32 of the report.
- (iii) Conditions set out in section 3.3 below:
- (iv) Members confirming in their decision that account has been taken of environmental information, as required by Regulation 3(2) of the Town and Country Planning (Environmental Impact Assessment) Regulation 1999.
- (v) A statement being placed on the Statutory Register confirming the main reasons and considerations on which the Planning Board decision was based were those set out in the report of the Director of Regeneration Enterprise and Skills as required by regulation 21 (1) (c.) of the Town and Country Planning (Environmental Impact Assessment) Regulations 1999.

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

### 3.3 **Conditions:**

#### Full Planning:

- I. The development hereby permitted shall be carried out in accordance with the following approved plans: 7269-A-P01A Rev.A, P02A Rev.A, P03A Rev.A, P04B, P05, P06B Rev.B, P07B Rev.B, P08B Rev.B, P09A Rev.A, P010 A Rev.A, P11 A Rev.A, P12, P13A Rev.A, P14B Rev.B, P15A Rev.A, P16B Rev.B, P17A Rev.A, P18A Rev.A, P19B Rev.B, P20A Rev.A, P21A Rev.A, P22B Rev.B, P23A Rev.A, P24A Rev.A, P25A Rev

A, P26A Rev A, P27A Rev A, P28C Rev.C, P29A Rev A, P30B Rev.B, P31B Rev B, P32 A Rev.A, P33A Rev A, P34B Rev.B, P35B Rev.B, P36A Rev.A, P37A Rev.A, P38A Rev.A, P39A Rev.A, P40B Rev.B, P41B Rev.B, P42B Rev.B, P43A Rev A, P44C Rev.C, P45C Rev.C, P46C Rev.C, P47A Rev.A, P48A Rev.A, P49A Rev.A, P50A Rev.A, P51A Rev.A, P52B Rev.B, P53 A Rev.A, P54, P55, P56, P57, P58, P59, P60, P61, P62, P63, P64, P65, P66, P67, P68, P69, P70, P71, P72, P73, P74, P75, P76, P77, P78, P79, P80, P81, P82, P83, P84, P85, P86, P87, P88, P89, P90, P91, P92, P93, P94, P95, P96, P97, P98, P99, P100, P101, P102, P103, P104, P105 Rev.A, P106, Z2-A-G200-S-AA-001 Rev.01, S-BB-001 Rev.01, S-BB-002 Rev.01, E-N-001 Rev.01, E-S-001 Rev.01, E-S-001 Rev.02, P-01-001 Rev.02, P-RF-001 Rev.02, P-UG-001 Rev.01, Z4-A-G200-E-E-001 Rev.01, E-W-001 Rev.1, E-N-001 Rev.02, E-S-001 Rev.1, Z3-A-Z200-X3-001, 002, Z3-A-G200-E-W-001 Rev.02, E-N-001 Rev.02, E-E-001 Rev.02, P-S-AA-001 Rev.02, P-S-BB-001 Rev.02, P-S-CC-001 Rev.02, P-AL-001, P-AL-001 Rev.03, P-AL-002 Rev.02, Planning Statement, Design & Access Statement, Environmental Statement Volume I: Main Report, Volume II: Townscape and Visual Impact Assessment, Volume III: Technical Appendices, Environmental Statement Non-Technical Summary, Environmental Statement: Response to Scoping Opinion Dated 26 October 2010, Employment Land Study, Transport Assessment, Framework Travel Plan, Landscape and Public Realm Strategy, Energy Statement, Sustainability Statement, Statement of Community Involvement, Heritage and Urban Design Appraisal, Schedule I: Non-Residential Floorspace, Notice Under Article 11, Letters dated 29/10/2010 and 12/11/2010.

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, 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, 2006.

Environmental Impact Assessment Compliance:

2. The development shall be in substantial accordance with the maximum heights in the plans and drawings hereby approved.

Reason: To ensure that the development is carried out in accordance with the approved plans and drawings and is within the maximum height parameters as assessed in the Environmental Statement.

3. All submission of details submitted pursuant to this planning permission hereby approved shall be in substantial accordance with the Environmental Statement and the Design and Access Statement.

Reason: To ensure that the details of the development are within the parameters assessed in the Environmental Statement and that the development is carried out in accordance with the mitigation measures set out in the Environmental Statement in order to minimise the environmental effects of the development.

4. The development shall be carried out in accordance with the mitigation measures set out in the Environmental Statement and whenever the local planning authority is requested to approve a variation to those mitigation measures or a non-material or minor amendment as provided by planning procedures, it shall only do so if it is satisfied that the proposed variation or amendment would not have any significant environmental effects which have not been assessed in the Environmental Statement."

Reason: To ensure that the details of the development are within the parameters assessed in the Environmental Statement and that the development is carried out in accordance with the mitigation measures set out in the Environmental Statement in order to minimise the environmental effects of the development.

5. The land uses in respect of the development shall be carried out in substantial accordance with the layout of the development uses shown in the plans and drawings hereby approved and as set out in the Environmental Statement

Reason: To ensure that the land uses within the development do not have any effects which have not been assessed in the Environmental Statement.

6. The maximum amount of development as set out in the Environmental Statement shall not exceed 770 residential units and 52,886 square metres of non-residential floor space subject to the maximum limits within each of the respective use classes included in condition 7.

Reason: To ensure that any alteration to the layout of the development does not have any effects which have not been assessed in the Environmental Statement.

7. The maximum floor space hereby permitted within each respective use class shall not exceed 770 dwellings (Use Class C3), 52,886 square metres of non-residential floor space comprising 17,312 square metres Cruise Liner Terminal (sui Generis) 14,474 square metres hotel (C1), 580 square metres Skills Academy (D1), 594 square metres Commercial (B1), 251 square metres Crèche (D1) 304 square metres Gymnasium (D2), 733 square metres refurbishment and extension to Enderby House (A1, A3, A4, B1, D1, and D2), 18,638 square metre basement.

Reason: To ensure that any alteration to the floor space of the development does not have any effects which have not been assessed in the Environmental Statement.

#### Phasing plan

8. Details of the phasing of the development shall be as shown in Appendix A of the Environmental Statement unless otherwise agreed in writing by, the Local Planning Authority.

Reason: The Local Planning Authority needs to be satisfied that the development of the site is undertaken in a coherent and comprehensive manner and to ensure compliance with Policies H4, H6 and H7 of the Unitary Development Plan, 2006.

#### Facing Materials

9. Full details including samples of all facing materials and fenestration to be used on the buildings shall be submitted to, and approved in writing by, the Local Planning Authority prior to the relevant part of the development commencing and the scheme shall thereafter be implemented in accordance with the approval.

Reason: In order that the Local Planning Authority may be satisfied with the external appearance of the buildings and ensure compliance with policy D1 of the Unitary Development Plan July 2006.

## Hard and Soft Landscaping

10. Full details of the open space, the design and landscaping of all un-built areas of any relevant part of the development, including all pedestrian and cycle linkages, public art, hard and soft surfacing and means of enclosure, children's play equipment and street furniture shall be submitted to, and approved in writing by, the Local Planning Authority prior to the relevant part of the development commencing. Such a landscaping scheme 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 and D4 of the Unitary Development Plan, 2006.

11. Any trees or plants which die within a period of 5 years from the completion of the development, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless otherwise agreed in writing by the Local Planning Authority.

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

## Landscaping and ecological management plan

12. A landscape and ecological management plan for each relevant part of the development including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the development commences. The landscape and ecological management plan shall be carried out as approved.

Reason: To protect/conservate the natural features and character of the area and ensure compliance with Policy D3 of the Unitary Development Plan, 2006.

## Demolition/Construction Method Statement

13. Prior to the commencement of the development a demolition/construction method statement for the relevant part of the development shall be submitted to and approved in writing by, the Local Planning Authority. The method statement should include details of the following:-

- Hours of work;
- Haulage routes;
- Likely noise levels to be generated from plant;
- Details of any noise screening measures;
- Proposals for monitoring noise and procedures to be put in place where agreed noise levels are exceeded;
- Likely dust levels to be generated and any screening measures to be employed;
- Proposals for monitoring dust and controlling unacceptable releases;
- Wheel washing facilities and facilities for discharging the water;

The above details can be found in the Councils' Construction Site Noise Code of Practice (available from this Department), the Mayor of London's 'Control of Dust & 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: To safeguard the amenities of neighbouring properties and the area generally and ensure compliance with Policies SE2 and EI of the Unitary Development Plan, 2006.

Monitoring dust and noise

14. 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.



Reason: In the interests of the amenities of neighbouring properties and ensure compliance with Policy EI of the Unitary Development Plan, 2006.

#### Wheel Washing

15. During 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 EI of the Unitary Development Plan, 2006.

#### Unloading and loading

16. No loading or unloading of vehicles arriving at, or departing from, the premises shall be carried out except within the curtilage of the site and all activities associated with the use shall be confined to the curtilage of the site.

Reason: In order to safeguard the safety and amenity of users of surrounding roads the footways and ensure compliance with Policy M30 of the Unitary Development Plan, 2006.

#### Hours of operation

17. 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. - 6.00 p.m.

Saturdays 9.00 a.m. - 2.00 p.m.

And not at all on Sundays and Public 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 E6 of the Unitary Development Plan, 2006.

Sound insulation

18. Prior to the first occupation of the relevant part of the development hereby approved a scheme for the sound insulation to all division (walls and/or floors) separating commercial/residential areas shall be submitted to, and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: To protect the amenity of the prospective occupiers of the accommodation and ensure compliance with Policy H6 of the Unitary Development Plan, 2006.

Asbestos

19. Prior to commencement of any demolition/clearance work on the site, a type-3 Asbestos survey to include a detailed visual and intrusive investigation relating to the removal and disposal of asbestos-based materials shall be submitted to, and approved in writing by the Local Planning Authority. The demolition and disposal of materials from the site shall be carried out in accordance with the approved details.

Reason: In order to safeguard the environment, the surrounding area and prospective occupiers of the land and ensure compliance with policy E10 of the Unitary Development Plan, 2006.

Surface water drainage

20. Development shall not commence until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. 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, improve habitat, and ensure future maintenance of the surface water drainage system and ensure compliance with policy EI7 of the Unitary Development Plan, 2006.

#### Drainage strategy

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

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community and ensure compliance with policy EI7 of the Unitary Development Plan, 2006.

#### Piling Method statement:

22. No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential damage to subsurface water and sewage infrastructure, and programme for the works) has been submitted to and approved in writing by the Local planning Authority in consultation with the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to under ground water and sewage utility infrastructure. Piling has the potential to impact on local underground water and sewerage utility infrastructure and ensure compliance with policies EI1 and EI7 of the Unitary Development Plan, 2006.

## Water infrastructure

23. Development shall not commence until impact studies of the existing water supply infrastructure have been submitted to and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand.

## Archaeological recording

24. No development shall take place within the application site until the developer has secured the implementation of a programme of archaeological recording of the standing historic building(s), in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: The historic building(s) is/are of intrinsic archaeological interest and any alteration or demolition of the historic structure(s) should be recorded before it/they are damaged or destroyed by the development and to ensure compliance with policies D30 and D31 of the Unitary Development Plan, 2006.

## Archaeological programme

25. No demolition shall take place within the site until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: The site lies within an area where archaeological remains have been identified and any archaeological remains therein should be retrieved or recorded before they are damaged or destroyed due to the development and ensure compliance with policies D30 and D31 of the Unitary Development Plan, 2006.

Written scheme of investigation

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

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

Foundation detailing

27. No work on site shall take place until a detailed design and method statement for the foundation design and all new ground works has been submitted to and approved in writing by the Local Planning Authority.

Reason: The Local Planning Authority wishes to ensure that archaeological remains on the site are preserved in situ and ensure compliance with policies D30 and D31 of the Unitary Development Plan, 2006.

Construction Logistics Plan and Delivery and Servicing Plan

28. The development shall not commencement of works on the site until a detailed Construction Logistics Plan (CLP) and a Delivery and Servicing Plan (DSP) has been submitted to, and approved in writing by, the Local Planning Authority. The CLP and DSP shall in all respects be implemented in accordance with the details approved pursuant to this condition unless the Local Planning Authority gives written consent to any such variation.

Reason: In order to safeguard residential amenity and pedestrian and traffic safety and ensure compliance with Policies E7 and M1 of the Unitary Development Plan, 2006.

### Water transport strategy

29. Prior to commencement of development works on site, a water transport strategy that seeks to maximise the use of the River Thames for the transport of construction and waste materials to and from the site shall be submitted to and approved in writing by the Local Planning Authority and the strategy shall be implemented in accordance with the approved details.

Reason: In order to encourage the sustainable use of adjacent waterways and to maintain the safety and amenity of users of surrounding roads and footways, in accordance with policies 4C.8 and 4A.28 of the London Plan and policy M1 of the Unitary Development Plan, 2006.

### Car Park management plan

30. The relevant part of the development hereby approved shall not be occupied until a car park management plan relating to that part of the development has been submitted to, and approved in writing by, the Local Planning Authority. The car park management plan shall be carried out as approved.

Reason: To ensure that safe and secure off-street parking is maintained and managed to the satisfaction of the Council and ensure compliance with Policy M23 of the Unitary Development Plan, 2006.

### Residential car parking spaces

31. The car parking spaces provided for the residential units shall be maintained and no development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that order with or without modification) shall be carried out so as to interfere with such use of the parking.

Reason: In order to safeguard the safety and amenity of users of surrounding roads the footways and ensure compliance with policy M25 of the Unitary Development Plan, 2006.

### Cycle parking

32. Full details of facilities for parking of cycles within the relevant part of the site shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the relevant part of the development and once approved shall be fully implemented before the premises in each part of the development are first occupied. The details shall demonstrate compliance with the standards within the Draft Replacement London Plan and include provision for visitors and commercial/retail units including the location of shower, locker and changing facilities.

Reason: To promote sustainable travel and to ensure compliance with Policy M32 of the Unitary Development Plan, 2006.

### Disabled Parking Bays

33. Details of parking bays suitable for wheelchair users shall be submitted to, and approved by, the Local Planning Authority prior to the commencement of the relevant phase of the development. The parking bays shall be laid out permanently in accordance with the approved details.

Reason: To comply with London Plan policies 3C.16, 3C.18, 3C.21 and 4B.5.

### Details of access arrangements – mobility

34. Full details of access arrangements for each relevant part of the development for people with mobility difficulties shall be submitted to, and approved by, the Local Planning Authority prior to the commencement of the relevant part of the development and such development shall be completed in accordance with such details. For the avoidance of doubt this shall include large scale plans illustrating the different gradients on all routes to and through the site.

Reason: To facilitate movement by those with mobility difficulties and to comply with London Plan policy 4B.5.

### Living roofs

35. The detailed design of the green/brown roofs shall be submitted to and approved in writing by the Local Planning Authority before development commences. This shall include their design philosophy, dimensions, materials and planting and maintenance regime. The green/brown roofs shall then be constructed in accordance with the approved details.

Reason: To ensure the green roofs are designed with maximum benefits for biodiversity, amenity value where applicable, surface water drainage and thermal efficiency and ensure compliance with Policy D3 of the Unitary Development Plan, 2006.

### Lifetime homes wheelchair housing

36. All dwellings hereby approved shall be constructed to Lifetime Homes standard (updated 2010) and 10% of all dwellings shall be built to full wheelchair standards unless otherwise agreed in writing by the Local Planning Authority. Full details shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the relevant phase of the development.

Reason: To comply with Policy H17 of the Unitary Development Plan, 2006.

### Secure by design

37. Full details of proposed measures to achieve 'Secured by Design' certification for each phase of the development shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of work for each phase of the development.

Reason: In order to provide a safe and secure environment and ensure compliance with Policy D7 of the Unitary Development Plan, 2006.

### Refuse and recycling

38. Full details of the refuse storage and recycling facilities and refuse collection arrangements shall be submitted to, and approved in writing by the Local Planning Authority prior to the commencement of the relevant part of the development. The storage and recycling facilities



shall in all respects be constructed in accordance with the approved details before the building is first occupied

Reason: In order that the Council may be satisfied with the details of the proposal and ensure compliance with Policies SD1 and D1 of the Unitary Development Plan, 2006.

#### Finish Floor Levels

39. Finished floor levels for residential units shall be set above 2.6m AOD, as stated in the flood risk assessment by Water Environment ref. 09027 issued October 2010.

Reason: To minimise the flood risk to people in the event of a failure of the Thames Tidal defences and to provide all dwellings with a temporary flood refuge and ensure compliance with policy E18 of the Unitary Development Plan, 2006.

#### Flood Defences

40. Prior to the commencement of development a scheme of works for the construction of new structurally independent flood defences with a crest level of 5.83 m AOD, including the construction details, temporary works, timing and phasing of the works shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure the development and Greenwich Peninsula continue to be protected from tidal flood risk and taking account of future climate change and ensure compliance with policy E18 of the Unitary Development Plan, 2006.

#### Enderby house flood defences

41. Prior to the commencement of work to Enderby House, details of flood resistance and resilience measures including for future climate change impacts, shall be submitted to and approved in writing by the local planning authority. The development will then only proceed in accordance with the approved details.

Reason: Enderby House is riverward of the flood defenses and mitigation measures are needed to protect the building from flooding and ensure compliance with policy E18 of the Unitary Development Plan, 2006.

Mitigation and compensation of habitat

42. No development shall take place until a scheme for the provision and management of compensatory habitat creation has been submitted to and agreed in writing by the Local Planning Authority and implemented as approved.

The scheme should provide details of designs for the ecological enhancements proposed across the site, particularly the inter-tidal terracing. This should include detailed designs, materials, details of required retaining structures, method of construction and planting details. Thereafter the development shall be implemented in accordance with the approved scheme.

Reason: Development that encroaches on the river Thames has a potentially severe impact on its ecological value. Government policy in Planning Policy Statement 9 states that where proposed development would cause significant adverse impacts on biodiversity interests, which cannot be prevented or adequately mitigated against, appropriate compensatory measures should be sought.

Hydrodynamic Modelling

43. Prior to commencement of any construction in the river Thames, hydrodynamic modelling shall be submitted to and approved in writing by the Local Planning Authority. This should assess the impact of the proposed structures in the river, including all piles, the proposed dredging and worst case scenarios for moored vessels. The results of this study should feed into the mitigation and compensation measures submitted as part of recommended condition 40.

Reason: To ensure there is no detrimental impact on the river Thames foreshore, including the potential for erosion of the foreshore which may have the ability to undermine the flood defence toe. The modelling should determine whether the jetty and presence of large vessels for long periods of time will result in a change in hydrodynamics at this location, and if deposition and scour will occur. The results of the

modelling should be used to inform the detailed design of structures in the river Thames and to assess the need for future maintenance dredging and ensure compliance with policy E18 of the Unitary Development Plan, 2006.

#### Dredging

44. Prior to the commencement of any dredging, details of the proposed dredging shall be submitted to and approved in writing by the local planning authority. This should include a detailed plan of the dredge area with information on proposed pre and post dredge depths, methodology, details of how pollution will be minimised and a monitoring plan of affected sediments. The dredging works shall subsequently only be implemented in accordance with the approved details.

Reason: To ensure the impact on the River Thames ecology and water quality is assessed and minimised and ensure compliance with policy E18 of the Unitary Development Plan, 2006.

#### Method Statement to work on the River

45. Prior to commencement of works in the River Thames, a working method statement to cover all works within the River Thames shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The method statement should include:

1. The timing of works;
2. Methods used for all river works;
3. Machinery (location and storage of plant, materials and fuel, access etc.);
4. Protection of areas of ecological sensitivity and importance; and
5. Site supervision.

Reason: The construction phase of any proposed development affecting the river poses significant risks to the habitat and fish species in this area of the Thames. The risks can be minimised depending on methods and timing the works outside the most sensitive times of year and

ensure compliance with policy E18 of the Unitary Development Plan, 2006.

#### Riparian life saving equipment

46. Full details of riparian life saving equipment (such as grab chains, access ladders and life buoys) to be installed along the river edge to a standard recommended in the 1991 Hayes Report shall be submitted to and approved in writing by, the Local Planning Authority prior to the first occupation of the development.

Reason: For the safety of residents and users of the area and compliance with policy D7 of the Unitary Development Plan, 2006.

#### Accessibility Management Plan

47. An Accessibility Management Plan detailing how the accessible hotel rooms will be maintained and managed shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the relevant part of the development.

Reason: To facilitate movement by those with mobility difficulties and to comply with London Plan policy 4B.5.

#### Changing Places WC's

48. Full details of the siting and specifications for the 'Changing Places' WC to be located in the hotel shall be submitted to and approved in writing by, the Local Planning Authority prior to the commencement of the relevant part of the development.

Reason: To facilitate movement by those with mobility difficulties and to comply with London Plan policy 4B.5.

#### Retention of existing river structures

49. Full details of the existing river structures to be retained as part of the development including any stepped access to the foreshore shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the relevant part of the development. The detail shall include how the structures will be made publicly accessible.

Reason: In order to ensure compliance with London Plan policy 4C.11 and draft replacement London Plan policy 7.27.

#### Evacuation Plan

50. Prior to the commencement of each phase of the development an evacuation plan covering flood evacuation and escape routes, signage within and outside buildings, ability to recover/pump out water and flood proofing of plant to all areas of the site shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To minimize risks the risk of flooding to users of the building and comply with Policy E18 of the Unitary Development Plan, 2006

#### Barrier to Christchurch Way

51. Full details of the barrier mechanism to be installed at Christchurch Way and Banning Street shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The details shall include access arrangements for cyclists and pedestrians, safety measures and management plan.

Reason: In order to safeguard residential amenity and pedestrian and traffic safety and ensure compliance with policies E7 and M1 of the Unitary Development Plan, 2006.

#### Coach Management Plan

52. The relevant part of the development hereby approved shall not be occupied until a coach management plan relating to that part of the development has been submitted to, and approved in writing by, the Local Planning Authority.

Reason: In order to safeguard residential amenity and pedestrian and traffic safety and ensure compliance with policies E7 and M1 of the Unitary Development Plan, 2006.

#### External lighting

53. 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 prior to the commencement of the relevant part of the development.

Reason: In order to safeguard the general amenities of the local area, safety of vessels navigating the River Thames and to ensure compliance with policies D3 and D7 of the Unitary Development Plan, 2006.

54. Unless otherwise approved by the Local Planning Authority, there should be no direct lighting of the watercourse, particularly on the piers and riverside paths. Indirect lighting on these is acceptable, but the light should not fall directly upon the water.

Reason: Direct lighting of watercourses can inhibit, or prevent migration of certain fish species.

Methodology is species are found on site

Habitat Surveys:

55. Prior to demolition and construction works commencing on the relevant part of the site, species and habitat surveys shall be submitted to and approved by the Local Planning Authority. Any mitigation measures identified therein shall be implemented in accordance with the approved details.

Reason:

To ensure retention of habitats or mitigation for the loss of habitats and to comply with policy O24 of the Unitary Development Plan, 2006.

Contamination:

56. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
- I) A site investigation scheme, based on previous reports to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

- 2) The site investigation results and the detailed risk assessment (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: Previous ground investigations undertaken at the site recorded elevated total and leachable concentrations of metals, PAH and TPH within the soil at the site and elevated dissolved phase metals, PAH and TPH within the groundwater. According to PPS 23, where contamination is known or suspected, or where the development will create new pathways by which existing contaminants might reach receptors and whether it will introduce new vulnerable receptors, the applicant should provide a preliminary risk assessment comprising: a desk study, walk over site reconnaissance and conceptual site model identifying potential pollutant sources, pathways and receptors as a basis for assessing the risk to controlled waters and ensure compliance with Policies EI 1 and EI 7 of the Unitary Development Plan, 2006.

57. Prior to occupation of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the local planning authority.

Reason: Depending on the outcome of any ground investigation and subsequent risk assessment, it may be necessary for remediation to be carried out. If this is the case, it will be necessary to demonstrate that any work has been carried out effectively and the environmental risks have been satisfactorily managed and ensure compliance with Policies E11 and E17 of the Unitary Development Plan, 2006.

#### Unexpected Contamination

58. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted, and obtained written approval from the local planning authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: Groundwater quality needs to be protected. Any visibly contaminated or odorous material encountered on the site during the development work, must be investigated. The Planning Authority must be informed immediately of the nature and degree of contamination present and to comply with Policies E11 and SE2 of the Unitary Development Plan 2006.

#### Plant

59. Full details of the type of plant (i.e. CHP, Hotel, AC plant) to be used in the development shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the relevant part of the development. The details shall demonstrate that the plant noise limit of 10db below recorded background noise levels will be met together with any mitigation measures. The scheme shall be implemented in accordance with the approved details.

Reason: In order to safeguard the amenities of neighbouring properties and the area generally and ensure compliance with Policy E1 & SE2 of the Unitary Development Plan, 2006.

#### Commercial and Licensed Premises



60. A noise impact assessment to highlight any potential noise problems and suitable mitigation relating to the operational use of the commercial and/or licensed premises shall be submitted to, and approved in writing by, the Local Planning Authority prior to the occupation of the commercial/retail units. The approved mitigation scheme shall be implemented in accordance with the approved details prior to the occupation of the commercial/licensed premises.

Reason: In order to safeguard the amenities of neighbouring properties and the area generally and ensure compliance with Policy EI & SE2 of the Unitary Development Plan, 2006.

#### Noise Impact Assessment – Service/Delivery Vehicles

61. A noise impact assessment of the delivery/service vehicles generated by the development (i.e. service vehicles for the hotel, service vehicles and passenger traffic for the cruise liner, Alcatel vehicles) affecting residential units inside and outside of the development (to include the proposed residents Block A, D and G) and suitable mitigation measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the relevant part of the development. The approved mitigation measures must be implemented prior to start of occupation of non-residential units.

Reason: In order to safeguard the amenities of neighbouring properties and the area generally and ensure compliance with Policy EI & SE2 of the Unitary Development Plan, 2006.

#### Noise Mitigation – Façade Sound Insulation

62. Prior to the commencement of the relevant part of the development, a scheme of acoustic window insulation and mechanical ventilation shall be submitted to, and approved in writing by, the Local Planning Authority. All works forming part of the approved scheme shall be completed to the satisfaction of the Local Planning Authority before any part of the development is occupied.

Reason: In order to safeguard the amenities of residential properties and ensure compliance with Policy EI & SE2 of the Unitary Development Plan, 2006.

### Mechanical Ventilation

63. Prior to the commencement of development, full details of mechanical ventilation and odour control measures shall be submitted to and approved in writing by the local planning authority. The agreed measures shall be implemented prior to the first occupation of the building and thereafter maintained.

Reason: In the interest of the prospective occupiers of the land and ensure compliance with Policy SE2 of the Unitary Development Plan, 2006.

### Temporary Landscaping

64. Full details of the temporary landscaping measures proposed for the main boulevard during the construction of the site shall be submitted to and approved in writing to the Local Planning Authority prior to the commencement of the relevant part of the development. Such a landscaping scheme shall be completed prior to the operational use of the cruise liner terminal.

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

### Pedestrian Audit

65. Prior to the commencement of the relevant part of the development a pedestrian audit shall be submitted to and approved in writing by the Local Planning Authority. The audit shall identify areas for improvements to the pedestrian environment.

Reason: Reason: In order to improve the pedestrian environment of the area and ensure compliance with Policies D1 and M33 of the Unitary Development Plan, 2006.

### Revised Junction Layout:

66. Prior to the commencement of the relevant part of the development, detailed drawings of the revised junction to Blackwall Lane including the Safety Audit shall be submitted to and approved in writing by the Local

Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: In order to maintain safety for all road users and to ensure compliance with policy MI9 of the Unitary Development Plan, 2006.

Traffic Calming Measures:

67. Full details of traffic calming measure to the roads within the relevant part of the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the relevant part of the development. The scheme shall be implemented in accordance with the approved details.

Reason: In order to maintain safety for all road users and to ensure compliance with policy MI9 of the Unitary Development Plan, 2006.

Installation of a taxi rank

68. Prior to the commencement of the relevant part of the development, a revised plan detailing the hotel drop off area to incorporate a specific taxi rank facility, the details shall a taxi management plan, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.

Reason: In order to safeguard residential amenity and pedestrian and traffic safety and ensure compliance with policies E7 and MI of the Unitary Development Plan, 2006.

Green Wall

69. Prior to the commencement of the relevant part of the development full details of the green wall between block A and the hotel shall be submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the approved details prior to the occupation of the relevant part of the development.

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

Listed Building:

1. Full details including samples of all facing materials and finishes to be used on the building shall be submitted to, and approved in writing by, the Local Planning Authority prior to the relevant part of the development commencing and the scheme shall thereafter be implemented in accordance with the approval.

Reason: In order that the Local Planning Authority may be satisfied with the external appearance of the buildings and ensure compliance with policies D1 and D19 of the Unitary Development Plan July 2006.

2. Prior to the commencement of work to Enderby House, details of flood resistance and resilience measures including for future climate change impacts, shall be submitted to and approved in writing by the local planning authority. The development will then only proceed in accordance with the approved details.

Reason: Enderby House is riverward of the flood defenses and mitigation measures are needed to protect the building from flooding and ensure compliance with policies D19 and E18 of the Unitary Development Plan, 2006.

3. Full details of the fire proofing measures to be used on the building shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the development is commenced. The scheme shall be implemented in accordance with the approved details.

Reason: In order to ensure compliance with Policies D1 and D19 of the Unitary Development Plan 2006.

4. Full details of the proposed openings to the rear elevation including sections (scale of 1:10) to be used on the building, shall be submitted to and approved in writing by the Local Planning Authority before the relevant part of the development is commenced.

Reason: In order to ensure compliance with Policies D1 and D19 of the Unitary Development Plan 2006.

5. No development shall take place within the application site until the developer has secured the implementation of a programme of

archaeological recording of the standing historic building(s), in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.

Reason: The historic building(s) is/are of intrinsic archaeological interest and any alteration or demolition of the historic structure(s) should be recorded before it/they are damaged or destroyed by the development and to ensure compliance with policies D30 and D31 of the Unitary Development Plan, 2006.

### 3.4 Informative:

1. 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 in, under, over or within 8 metres of the brink of the River Thames main river and any proposed works or structures either affecting or within 16 metres of the tidal flood defence structure. Contact Robert Williams on 0207 091 4016 for further details.
2. The Development Industry Code of Practice principles should be incorporated into the Remedial Strategy, in particular when there is an intention to re-use excavated material:  
<http://www.environmentagency.gov.uk/static/documents/PS006.pdf>
3. Contaminated soil that is excavated, recovered or disposed of, is controlled waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes:
  - Duty of Care Regulations 1991
  - Hazardous Waste (England and Wales) Regulations 2005
  - Environmental Permitting (England and Wales) Regulations 2010
  - Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed off site operations is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.
4. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is

proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

- 5 A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. (Domestic usage for example includes - toilets, showers, washbasins, baths and canteens). Typical Trade Effluent processes include: - Laundrette/Laundry, PCB manufacture, photographic/printing, food preparation, abattoir, farm wastes, vehicle washing, metal plating/finishing, cattle market wash down, chemical manufacture, treated cooling water and any other process which produces contaminated water. Pre-treatment, separate metering, sampling access etc, may be required before the Company can give its consent. Applications should be made to Waste Water Quality, Crossness STW, Belvedere Road, Abbeywood, London. SE2 9AQ. Telephone: 020 8507 4321.
6. Thames Water would recommend that petrol/oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil-polluted discharges entering local watercourses.
7. Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing [wwqriskmanagement@thameswater.co.uk](mailto:wwqriskmanagement@thameswater.co.uk). Application forms should be completed on line via [www.thameswater.co.uk/wastewaterquality](http://www.thameswater.co.uk/wastewaterquality). Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

### 3.5 Drawings and Documents:

7269-A-P01A Rev.A, P02A Rev.A, P03A Rev.A, P04B, P05, P06B Rev.B, P07B Rev.B, P08B Rev.B, P09A Rev.A, P010 A Rev.A, P11 A Rev.A, P12, P13A Rev.A, P14B Rev.B, P15A Rev.A, P16B Rev.B, P17A Rev.A, P18A Rev.A, P19B Rev.B, P20A Rev.A, P21A Rev.A, P22B Rev.B, P23A Rev.A, P24A Rev.A, P25A

Rev A, P26A Rev A, P27A Rev A, P28C Rev.C, P29A Rev A, P30B Rev.B, P31B Rev B, P32 A Rev.A, P33A Rev A, P34B Rev.B, P35B Rev.B, P36A Rev.A, P37A Rev.A, P38A Rev.A, P39A Rev.A, P40B Rev.B, P41B Rev.B, P42B Rev.B, P43A Rev A, P44C Rev.C, P45C Rev.C, P46C Rev.C, P47A Rev.A, P48A Rev.A, P49A Rev.A, P50A Rev.A, P51A Rev.A, P52B Rev.B, P53 A Rev.A, P54, P55, P56, P57, P58, P59, P60, P61, P62, P63, P64, P65, P66, P67, P68, P69, P70, P71, P72, P73, P74, P75, P76, P77, P78, P79, P80, P81, P82, P83, P84, P85, P86, P87, P88, P89, P90, P91, P92, P93, P94, P95, P96, P97, P98, P99, P100, P101, P102, P103, P104, P105 Rev.A, P106, Z2-A-G200-S-AA-001 Rev.01, S-BB-001 Rev.01, S-BB-002 Rev.01, E-N-001 Rev.01, E-S-001 Rev.01, E-S-001 Rev.02, P-01-001 Rev.02, P-RF-001 Rev.02, P-UG-001 Rev.01, Z4-A-G200-E-E-001 Rev.01, E-W-001 Rev.1, E-N-001 Rev.02, E-S-001 Rev.1, Z3-A-Z200-X3-001, 002, Z3-A-G200-E-W-001 Rev.02, E-N-001 Rev.02, E-E-001 Rev.02, P-S-AA-001 Rev.02, P-S-BB-001 Rev.02, P-S-CC-001 Rev.02, P-AL-001, P-AL-001 Rev.03, P-AL-002 Rev.02, Planning Statement, Design & Access Statement, Environmental Statement Volume I: Main Report, Volume II: Townscape and Visual Impact Assessment, Volume III: Technical Appendices, Environmental Statement Non-Technical Summary, Environmental Statement: Response to Scoping Opinion Dated 26 October 2010, Employment Land Study, Transport Assessment, Framework Travel Plan, Landscape and Public Realm Strategy, Energy Statement, Sustainability Statement, Statement of Community Involvement, Heritage and Urban Design Appraisal, Schedule I: Non-Residential Floorspace, Notice Under Article 11, Letters dated 29/10/2010 and 12/11/2010.

#### 4. Site and Surroundings:

- 4.1 The site (3.6 hectares) is located on the south-western side of the Greenwich Peninsula fronting onto the River Thames. The site previously formed part of the Alcatel complex, a specialist manufacturing firm until being declared surplus to operational requirements. Enderby Wharf currently lies vacant and disused.
- 4.2 Most of the buildings on site date from the post WWI period and are of little or no architectural or historic merit. Enderby House, located to the west of the site is the single heritage asset within the site dating from the mid 19<sup>th</sup> Century. The building is grade II listed.
- 4.3 The site is located on the west side of the Greenwich Peninsula, approximately half way between the O2 centre and Greenwich Town Centre/Royal Naval College. The site is in the Greenwich Peninsula

Opportunity Area. It is bounded to the north by the Tunnel Glucose Wharf (a wharf safeguarded for river freight which is currently not operational). The remaining operational part of the Alcatel works is located to the east as well as some traditional 2 storey residential properties. Two storey Victorian residential properties and the emerging residential led mixed-use development of Lovell's Wharf are located to the south. The redevelopment of Lovell's Wharf was granted consent in 2007. The site is bounded to the west by the River Thames and has a river frontage of approximately 170 metres.

- 4.4 The wider area comprises a mixture of uses. The area to the north, between the river and the A102 Blackwall Tunnel Approach, is dominated by industrial and commercial sites. Further to the south of the site is East Greenwich, an area consisting principally of a grid of streets containing two storey brick built terraced houses. East Greenwich District Centre is located within walking distance of the site and provides a range of shopping, community and leisure uses.
- 4.5 Vehicular access to the site is currently from Blackwall Lane and from Christchurch Way.
- 4.6 The area of East Greenwich in and around the proposed development site is governed by Controlled Parking Zone (CPZ).
- 4.7 The site is located adjacent to the A102 Blackwall Tunnel which forms part of the Transport for London Road Network (TLRN). The closest bus stops to the site are on Blackwall Lane serving routes 188 and 422.
- 4.8 The nearest underground station to the site is North Greenwich which is located 1.4km to the north of the site. The station is co-located with a bus station. Maze Hill station is the nearest rail station located approximately 900 metres south west of the site.
- 4.9 The Thames Path, which links Greenwich Town Centre with the rest of the Greenwich Peninsula, runs along the western edge of the site.
- 4.10 In the Unitary Development Plan, the site is zoned for industrial purposes and also falls within the Greenwich Peninsula Framework Area which forms part of the wider Thames Gateway Opportunity Area. It abuts the Thames Site of Nature Conservation Importance. It falls within the viewing corridor for local views from Greenwich Park.



5. Relevant History:

25.07.08 - Environmental screening under Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulation 1999 for redevelopment of land at Enderby Wharf Christchurch Way SE10 for mixed use development (Ref: 08/1714/EIA).

26.10.10 - Environmental Scoping Opinion under Regulation 10 of the Town and Country Planning (Environmental Impact Assessment) Regulation 1999 for redevelopment of land at Enderby Wharf Christchurch Way SE10 for mixed use development (Ref: 10/2553/EIA).

6. Proposal:

6.1 The full planning application is for the comprehensive redevelopment of a brownfield site for a residential led mixed-use development and is accompanied by a Listed Building Consent application for alterations and extension to the grade II listed Enderby House.

6.2 This application has been subject of extensive pre-application discussions with a whole spectrum of stakeholders especially in engaging the local community via pre-planning exhibitions and local briefings.

6.3 The development is laid out in 8 Blocks (A-H) plus a cruise liner terminal and jetty, the hotel and the renovated Enderby House. The tallest element, a 16 storey residential tower is located furthest from the river towards the north eastern section of the site at the intersection with the new access route. The height of the blocks vary generally stepping up from the height of Lovell's Wharf to the apex of the scheme at 16 storeys (Block A). Block H is the smallest block containing 6 no. dwellings. The two/three storey building is intended to match the scale of the adjacent Victorian terraced houses. There are two decks of car parking below the residential element of the development (Blocks B-G) and three decks below Block A and the hotel.

6.4 The content of the scheme is as follows:

<b>Use</b>	<b>Floorspace</b>
Residential units (770 units)	54,144 sq.m
Cruise Liner Terminal	17,312 sq.m
Hotel (251 rooms)	14,474 sq.m
Commercial (Use Class B1)	594 sq.m
Skills Academy (Use Class D1)	580 sq.m
Crèche (Use Class D1)	251 sq.m
Gymnasium (Use Class D2)	304 sq.m
Enderby House Extension (Use Class A1, A3, A4, B1, D1, and D2)	733 sq.m

Cruise Liner Terminal:

- 6.5 The proposal includes the provision of a cruise liner terminal located on the north-western side of the site. The purpose built cruise liner facility will serve a range of ship sizes up to 240 metres in length with a typical capacity of between 800 and 900 passengers, and a likely maximum capacity of 1,500 passengers depending on the type and quality of ship. Passengers will either be beginning or ending their cruises in central London (known as turnaround visits) or cruise ships will visit London en-route to other destinations (known as transit visits).
- 6.5 The cruise liner terminal comprises three distinct elements a) the terminal building, b) the link span bridge and c) the pontoon.
- 6.6 The terminal building is a two storey contemporary building. The ground level of the terminal takes inspiration from the solid white rendered facades of Enderby House with a modern interpretation in the form of white glass panels which are translucent in appearance. The ground floor storey has been aligned with the top cornice of Enderby House. Whilst the upper storey is of a lightweight construction clad in clear glass panels and set back from Enderby House.

- 6.7 The terminal itself has two distinct halves to its operations: - Passenger arrival, departure and customs on one side and baggage handling on the other. Both transfer across the linkspan via two separate walkways to the cruise liner pontoon.
- 6.8 The pontoon comprises the cruise liner docking, loading and embarking areas, flanked by two smaller pontoons which dock the river buses.

Hotel:

- 6.9 The scheme proposes to provide a 251 bedroom hotel (14,474 square metres) on the northern side of the boundary adjacent the cruise liner terminal. The hotel will include a conference facility and restaurant for use by hotel guests. The hotel is intended to support the function of the proposed cruise liner terminal by providing accommodation for visitors using the cruise liner facilities, either before or after their main cruise journey. The hotel will also provide accommodation for other visitors to the surrounding area.
- 6.10 The hotel consists of two wings of bedroom accommodation set either side of a central glass vertical circulation core. The bedroom accommodation is located over a foyer, and a range of other functions (restaurant, kitchens, and conferencing facilities) are positioned in a linear block that runs east-west.
- 6.11 The bedroom wings will be clad in a metal faced insulated rainscreen system. The colour of the cladding will be in a range of pale gold colours. The north gable end is solid for acoustic buffering to a working wharf.
- 6.12 The height of the hotel element rises from west to east, dropping in scale, towards the river.
- 6.13 The entire hotel is cantilevered over an area at ground level which is set aside for drop off, but which can also provide permeability into the site to the north should that be developed in the future.
- 6.14 A total of 126 car parking spaces will be provided for the use of the hotel. Servicing the hotel will be from the basement car park.

Residential:

6.15 The residential mix is as follows:

			<b>Social Rented</b>	<b>Intermediate</b>	<b>Private Sale</b>
Unit Size	Total	%	Units	Units	Units
Studio	49	6%	0	0	49
1 bed	239	31%	18	10	211
2 bed	278	36%	28	18	232
3 bed	154	20%	27	16	111
4 bed	37	5%	25	1	11
5 bed	9	1%	6	1	2
6 bed	4	1%	4	0	0
<b>Total</b>	<b>770</b>	<b>100</b>	<b>108</b>	<b>46</b>	<b>616</b>

6.16 The application will provide a total of 154 (20%) affordable housing units. 35% of the total residential floorspace will be for family accommodation (3+ bed accommodation). The affordable rental units will be located in Blocks D, F, G and H and the intermediate units will be located in Blocks A, B, C, E, F, G.

6.17 Four residential blocks will be located along Christchurch Way (A, D, G, and H) with the remaining four blocks sited on the river side of the site. The scale starts with Block H which is a 2/3 storeys building containing 6 flats, gradually increasing in height to the apex of the scheme at 16 storeys (Block A).

6.18 The first two floors across all the residential buildings will consist of brickwork. Building B, C, E, and F facing the river will have one side clad in cooler 'watery' tones and the reverse side will be clad in warmer 'earthy' tones. Whilst the buildings located along Christchurch Way will change from darker coppery tones getting lighter moving north along Christchurch Way through golden tones to light gold.

6.19 The residential density for the site has been calculated at 779 habitable rooms per hectare.

Enderby House:

6.20 The application proposes to an extension and refurbishment of Enderby House. Enderby House is a grade II listed building situated in a prominent position along the River Thames. Enderby House was first built in the early 1840s, and refurbished (or possibly rebuilt) after the major fire of 1845. It is

on three levels, and entered at the middle level from the river wall walkway. The most important room in the building is that in the north-western corner of the plan at first floor level. It is octagonal in shape and was the room in which Charles Enderby entertained and did business. The interior of this part of the building is considered to contain some original features including an imposing circular lightwell.

- 6.21 The refurbishment of Enderby House will include the following works:
- a) removal of the 1970's linked walkway and link building;
  - b) existing windows opening to be enlarged to create new door openings to the proposed extension;
  - c) Removal of a number of non-original partition walls;
  - d) Insertion of new partition wall;
- 6.22 In addition to the works listed above, the application proposes an extension to the grade II listed building. The extension will create a new double height entrance lobby to the building to include service access, lifts and stairs. The proposed extension will be connected to the listed building by a light weight glazed atrium and will be set back from the front of Enderby House by approximately 11 metres increasing to 14 metres.
- 6.23 The materials used on the extension take reference from the white rendered facades of Enderby House. The extension will be constructed using white fritted glazed panels and clear glazing.
- 6.24 It is the intention for Enderby House to be used as a restaurant/café with accompanying exhibition space and tourist and interpretation centre (Use Classes A1, A3, A4, B1, D1, and D2).

Other uses:

**B1 Commercial Floorspace:**

- 6.25 The proposed development seeks to include the provision of 594 square metres of 'start up' business accommodation for small and medium enterprises (SMEs) which intended to be operated by the Greenwich Enterprise Partnership (GEP).
- 6.26 The commercial floorspace will be located adjacent the new hotel and cruise liner terminal and will provide 33 full time jobs.

### Skills Academy:

- 6.27 The application includes the provision of an enterprise and skills academy to deliver education and training facilities. The skills academy will be located on the northern side of the boundary and will be located within Block A.
- 6.28 The skills academy is targeted at the 16 to 21 year old age group and seeks to build on the close proximity of the hotel and cruise terminal in relation to training opportunities. It is the intention to operate the skills academy alongside existing and future training programmes being promoted by the London Borough of Greenwich and other appropriate providers. The cruise and hotel industries provide a wide range of employment opportunities ranging from administrative and operational roles to senior and middle management.

### Crèche:

- 6.29 A new crèche is proposed as part of the development which could accommodate up to 67 children (depending on age). The crèche is located within Block C and is expected to create 5 full time jobs.
- 6.30 There will also be a small-scale gym fitness facility for residents of the proposed development as well as the local area. The gym facility will be located with Block E.
- 6.31 The total parking provision for the site is 726 spaces and is distributed as follows:

	Proposed Number of Spaces
Terminal	15
Residential	545
Hotel	126
Skills Academy	6
Office	6
Crèche	3
Gym	0
Car Club	25
<b>Total</b>	<b>726</b>

6.32 The landscape design at Enderby Wharf has been designed to offer a variety of spaces for use by both residents and visitors. The site has a number of distinct character zones which include:

- Residential Courtyards;
- Riverside Walk;
- Riverside Plaza/Enderby House;
- East-West Pedestrian Links;
- Hotel and Cruise Liner Arrival Square.

6.33 The design of the landscape has been developed to create a unique sense of place at Enderby Wharf. In total, newly created landscaping will amount to some 0.8 hectares.

## 7. Planning Policy:

### 7.1 **National Policy**

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

### 7.3 Town and Country Planning (Environmental Impact) Regs 1999

The application is supported by an Environmental Statement submitted for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 1999. Regulation 3(2) requires that the relevant planning authority shall not grant planning permission pursuant to an application to which this regulation applies unless they have first taken the environmental information into consideration and are satisfied it meets the requirements of the Regulations, and they shall state in their decision that they have done so.

### 7.4 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.

## 7.5 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 5- Planning for the Historic Environment  
Planning Policy Statement 10 – Planning for Sustainable Waste Management  
Planning Policy Guidance 13(part) – Transport  
Planning Policy Statement 22 – Renewable Energy  
Planning Policy Statement 23 – Planning and Pollution Control  
Planning Policy Guidance 24 – Planning and Noise  
Planning Policy Guidance 25-Development and Flood Risk

## 7.6 The Development Plan

### The London Plan Revised Feb 2008

The London 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 brown field sites with development potential for significant increases in density that should be geared to the use of public transport. The primary policy objectives of the 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
- To make London a more attractive, well-designed and green city
- To address climate change

## 7.7 The site is identified in the London Plan as part of the Greenwich Peninsula Opportunity Area within the East London Sub Region that includes the Thames Gateway Area (Policy 2A.6). This area is identified as having the land capacity for substantial amounts of development that could contribute to the wider regeneration of the Thames Gateway.



7.8 It is also within a Preferred Industrial Location identified in table A2.1 where Policy 3B.4 aims at promoting, managing and where necessary protecting the varied industrial offer.

7.9 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:

- 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
- Interim Housing SPG April 2010

7.10 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. Draft Policy 7.25 supports the principle of additional cruise liner facilities on the Thames. Detailed research carried out on behalf of the GLA and LDA by specialist in the field, identifies Enderby Wharf as one of three potential sites suitable for a cruise liner terminal. Some weight should be given to this emerging Development Plan in determining this planning application.

7.11 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.

7.12 The Unitary Development Plan gives emphasis to town centres, design, sustainable transport, and the Council's heritage and outlines the Council's strategy for development and land use based on the three themes of equality/social inclusion, sustainable development and regeneration

7.13 As a result of changes introduced by the Planning and Compulsory Purchase Act 2004, UDP policies can only be saved for three years after adoption. The Greenwich UDP was adopted on 20 July 2006; therefore the three year period following adoption expired on 20 July 2009. On the 15 July 2009 the

Government Office for London issued a Direction as to which Greenwich UDP Policies and Site Proposals would be saved beyond 20 July 2009. The UDP policies mentioned below therefore only comprise of saved policies.

#### 7.14 Part One UDP Policy

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

#### 7.15 Part Two UDP Policy

##### Community

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

##### Jobs and the Local Economy

J1 Defined industrial locations. Safeguard for industrial activities unless other use meets criteria.

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 to 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.

D18 Presumption in favour of preservation of listed buildings.

D19 Alterations to listed buildings should respect their integrity and harmonise with their special character.

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

**7.16 Greenwich Draft Core Strategy November 2010**

This document is beginning its consultation stages and is scheduled for adoption in the Autumn of 2012. The application site is identified as being within the Greenwich Peninsula West Strategic Development Location. Draft Policy EA3 is relevant. The Draft Plan envisages this area evolving into a new high quality urban quarter comprising a cruise liner terminal and associated leisure, hotel and enterprise space in addition to new housing. This will complement the current leisure uses on the Peninsula and will further develop the Peninsula as a leisure tourist attraction. The Strategy will involve releasing some land from industrial use but retaining other sites adjacent for this purpose.

**7.17 Supplementary Planning Guidance/Documents Planning Obligations SPD (February 2008)**

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.

**7.18 The Greenwich Peninsula Development Framework (2002)**

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.

7.19 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

7.20 Local Implementation Plan September 2007

This is the integrated Transport Strategy for the Borough and highlights four priorities that are regeneration, anti-poverty, social inclusion and equal opportunities. The key objectives are integrated transport and land provision to bring together a variety of transport modes and road traffic reduction to achieve air quality improvements.

8. Consultation:

8.1 The application has been the subject of extensive public consultation comprising a press notice, site notice and 1197 letters sent to individual occupiers in the vicinity of the development.

8.2 **Statutory Consultees**

*Greater London Authority*

Several London Plan Policies are relevant to this application. The application complies with some of these policies but not with others for the following reasons:

Mix of Uses – the proposed mix of uses does not accord with London Plan policy but could be permitted if certain assessments and undertakings are provided because the proposed development offers an almost unique opportunity to deliver an important strategic piece of infrastructure for London, namely the cruise liner terminal.

Strategic Views – the view assessment demonstrates compliance with London Plan policy 4B.18.

Urban design – the standard of architectural quality is high and accords with London Policy 4B.1. However, the access to the site from Blackwall Lane remains challenging and there is the outstanding concern regarding the noise appraisal from the adjacent wharf.

Inclusive design – The proposal have sought to address inclusive design, in the buildings and across the public realm which is challenging in part due to the need to design the development to accommodate flood defence levels. Whilst generally positive there are a number of points where clarification is required in order to confirm compliance with London plan policies.

Blue Ribbon Network - the development will increase use of the Blue Ribbon Network and will improve access to the riverside and inter tidal habitat and therefore complies with several policies in London Plan Chapter 4C. Access to the foreshore and use of the structures to the river is unclear at present.

Flood Risk – The flood risk assessment demonstrates general compliance with London plan policy 4A.12 but more specific attention is needed on the residual risk.

Housing: In the absence of an affordable housing offer or viability assessment, the application does not comply with London Plan policy 3A.10. Further information is required in order to ensure compliance with London plan policy 3A.3 and Housing design Guide given the likely density proposed.

Children’s Play Space – the proposal are welcome as being in line with London Plan policy 3D.13.

Transport – the transport aspects of the scheme do not currently comply with the full range of London Plan transport policies.

Climate Change – the energy strategy is generally acceptable however the overall carbon saving and location of rooftop PVs are required. The use of green roofs, diversion of surface water to the Thames and setting back of flood defences are in line with policy.

On balance, the application does not comply with the London Plan. The following changes might, however, remedy the above mentioned deficiencies, and could possible lead to the application becoming compliant with the London Plan.

Mix of Uses – details should be submitted clarifying the impact of the scheme on the operation of the adjacent SIL and wharf and how more than one cruise ship could be handled at the site. A planning condition should be applied to secure the delivery of the Cruise liner terminal prior to the other elements of the development.

Urban design – further details should be submitted for the landscaping in relation to the main access route to Blackwall Lane. The noise assessment must consider the impact of the operational freight wharf on tunnel Glucose and the final design must ensure that the development will not be impacted by such noise.

Inclusive design – Further details of how disabled people access each of the buildings safely, including details of the levels, gradients, width of surface materials of the paths should be submitted, using larger scale plans to illustrate the various gradients on all the routes to and through the site. Consideration should be given to the provision of a ‘dog spending area’ in the public realm in the vicinity of the cruise liner terminal for use by passengers with guide dogs or assistance dogs disembarking from the cruise liners. Clarification is required on the Lifetime Homes Standard that has been used. It should be clear on the plans where the wheelchair accessible flats are located and how many there are – these should be distributed across the tenure types and flats sizes to give disabled and older people similar choices to non-disabled people and the design of the 4 bed wheelchair unit needs further consideration. The applicant should clarify the number of wheelchair accessible hotel bedrooms to be provided from the outset and should submit plans showing the layout of these rooms and of the rooms that will require adaptation to make them fully accessible in the future. Details of the number of suitably located and clearly designated Blue Badge parking bays for staff and visitors to the hotel, cruise liner terminal, residential accommodation and the other commercial uses should be provided.

Blue Ribbon Network – access to the tidal foreshore and existing river jetties should be secured.

Flood Risk – further information is required identifying how the buildings would cope in the event of a flood with particular respect to the lower ground and basement level parking and plant areas.

Housing – the maximum reasonable amount of affordable housing should be provided taking into of other priorities in the opportunity area. Residential density should be specified based on the net residential site area and should



be related to the London Plan density matrix and detail how it complies with the Mayor's housing design guide.

Children's Play Space – child yield figures should be clarified based on the final unit mix.

Transport – the issue raised including car parking, coach parking and taxi space, cycle parking and the need for Construction Logistics Plan and the Delivery and service Plan should be addressed prior to stage two.

Climate change – an estimate of the overall carbon dioxide saving and location of PVs, should be provided.

*The technical issues associated with the juxtaposition of the proposed development and the safeguarded wharf has been dealt within this application. The applicant has identified design and acoustic measures that will be incorporated into the scheme to achieve a 'good standard' in line with the requirement of BS8233. The proposed mitigation measures will be secured through the planning conditions. The Port of London was consulted in regards to the application and has raised no objection to the proposal. The proposal is not considered to affect the viability of the safeguarded wharf.*

*It is the intention for the cruise liner terminal to be delivered prior to the other elements of the development. This will be secured through the section 106 legal agreement.*

*A condition is proposed requiring full details of the access arrangements for the development to ensure that the development is fully accessible.*

*Information relating to the location and number of wheelchair units was submitted as part of the original application. Suitable conditions have also been attached in regards to Lifetime Homes (updated 2010), wheelchair standards units and disabled parking bays.*

*The applicants have submitted a financial viability assessment which calculated (using the GLA Toolkit) the level of affordable housing the scheme will sustain in the absence of social housing grant at 20% affordable housing by units. The Councils independent financial assessor was in agreement with the findings. If grant funding becomes available this figure would increase to 29% on-site provision. In addition, financial contribution towards off-site affordable housing will be secured to provide up to an additional 63 units. The affordable housing provision will be secured through the s106.*

*The density of the scheme is 779 HRH. The density for the scheme is marginally above the guideline figure in the London Plan and above the range set out in Policy H8/H9 of the Unitary Development Plan. 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. The design is considered to be of high quality making best use of this prominent site and will deliver significant levels of new open space. The scheme does not result in any of the common symptoms of overdevelopment, i.e., inappropriate height, bulk and massing, excessive site coverage, undersized flats and open space, or significant amenity impacts to surrounding properties. These elements are considered to justify the density level.*

*A ratio of 0.71 spaces per unit is provided for the residential element of the scheme. This level is considered to be in line with both the Council and Government restraints based standards. The level of car parking is considered to be acceptable. A car parking management plan will be secured through condition. In addition, future residents will be prevented from obtaining on-street parking permits.*

*The coach parking levels have been revised to allow up to 8 coaches to service the cruise liner terminal. A coach management plan has also been secured through the planning conditions.*

*A condition has been attached requiring full details of how the hotel pick up/drop off area could be laid out to incorporate a taxi rank facility.*

*Suitable conditions have also been attached to deal with cycle parking and a Construction Logistic Plan and Delivery and Servicing Plan.*

*Port of London Authority*

The application site is located upstream (south) of Tunnel Glucose. The site is safeguarded by Ministerial Direction and policy 4C.9 of the London Plan protects it for cargo handling uses. The policy states that “development next to or opposite safeguarded Wharves should be designed to minimise the potential for conflicts for use and disturbance.” The key areas that therefore need to be considered in relation to the juxtaposition of the proposed development and the safeguard wharf are transport, noise, air quality and lighting. It needs to be ensured that the assessments have been undertaken accurately establish levels from the activities that currently take place on the safeguarded wharf and any reasonable activities that could take place on the site in the future. Any mitigation that is proposed should be designed with

this in mind. Due to the safeguard wharf currently does not detrimentally affect the viability of the wharf and therefore prohibit its reactivation for cargo handling in the future.

#### Transport:

There are 2 areas relating to transport that need to be considered (1) road access and (2) navigational access.

#### Road Access:

It needs to be ensured that appropriate highways access to the safeguarded wharf is maintained as a result of any development of Enderby Wharf. The transport assessment advises that as part of the proposals, 'an enhanced access road will be constructed to Blackwall Lane, which will serve as the primary access to the site.' Based on this information it would appear that suitable access to the safeguarded wharf should be maintained however the Council's highway department should however the Council's highways department should satisfy themselves on this matter.

#### Navigational Access:

The riverside aspects of the development have been located at the downstream (Northern) end of the application site. This results in a small amount of the pontoon overhanging the boundary of the safeguarded wharf. It is considered that such a small overhang would not detrimentally affect the viability of the safeguarded wharf.

As a result of the location of the pontoon, cruise ships which are mooring at the site also have the potential to overhang the safeguarded wharf and potentially impact on the viability of the safeguarded wharf. In order to reduce significantly the overhang of the cruise vessels it was agreed between the applicant and the PLA that larger vessels would berth facing upstream. This requirement is set out in paragraph 11.8 of the Design Statement which states:

“vessels with length overall and beam exceeding approximately 130m and 20m respectively are required to moor head-up so as not to overhang unduly and obstruct the safeguarded wharf immediately downstream of Enderby”.

With this requirement in place it is considered that a cruise ship mooring at Enderby Wharf would not detrimentally affect the viability of the safeguarded wharf. The PLA would be seeking to make this requirement a condition in any River Works Licence that may be granted for the development and the

Council will need to consider whether they wish this to form a condition on any granting of planning permission.

The plans originally submitted with the application showed mooring buoys with associated screw anchors located upstream and downstream of the pontoon. The downstream mooring buoy and screw were shown around 85 metres from the edge of the pontoon and there was concern that this infrastructure in place that the viability of the safeguarded wharf may be compromised. Following discussions between the PLA and the applicant it has been agreed that the downstream mooring buoy and screw would be replaced by a ground line and screw anchors. Additionally the screw anchors used to hold the ground line in position would be moved 20m upstream thereby reducing the overhang to around 65 metres from the edge of the pontoon.

The PLA also asked the applicant to demonstrate how a new jetty could be provided within the boundary of the safeguarded wharf with the cruise liner facility in place at Enderby Wharf. Three drawings have subsequently been provided. Drawing 0926-01-221-Rev B shows a drying NAABSA berth and this is similar to the one that was located at the site previously. Drawing 0926-01222-Rev B shows a jetty at the downstream end of the safeguarded wharf which can accommodate vessels of 100m in length and is located on the drying line. Drawing no. 0926/01/223 show a jetty located at the downstream end of the safeguarded wharf which can accommodate vessels of could access and egress the safeguarded wharf. Whilst these drawings are indicative because the wharf is currently inactive and therefore no firm proposals have been advanced for the wharf, it does demonstrate that navigationally the viability of the wharf would not be detrimentally affected by the proposed cruise terminal.

Paragraph 4.5 of the design statement advises that 'Thames Clipper have confirmed that in the event of shipping operations recommencing at Tunnel Glucose Wharf (which could require rebuilding of the now demolished berthing structures) they could still operate safely from Enderby Wharf berths.' Further information has been provided by the applicant on this point which advises that in the event that a cruise liner at Enderby Wharf and a vessel is berthed at Tunnel Glucose that Thames Clipper would confine their berthing to the upstream berth. As such it should be possible for a river bus service to be provided during these times.

As noted by the applicant there was also a concern about the beam of certain vessels and as such the proximity of these vessels to the navigational channel. As highlighted in the design statement at 11.4 in order to minimise the risk of collision with passing vessels the PLA has advised that bunkering vessels and other service vessels will not be permitted to moor on the offshore side of berthed cruise ships over the high tide period when large ships may be passing. This is reflected in paragraph 11.8 of the design statement which states:

“in order to keep the authorised channel clear, vessels and craft servicing the cruise ship alongside at Enderby Wharf will only be permitted to moor alongside the cruise ship 2 hours either of low water, if for some reason this is not possible the Harbour Master’s advice is to be sought.”

The PLA would be seeking to make this requirement a condition in any River Works Licence that may be granted for the development and the Council will need to consider whether they would wish this to form a condition on any grant of planning permission.

#### Air Quality:

It is necessary to consider the potential air quality impacts on the application site from any reactivation of Tunnel Glucose for cargo handling. Any necessary mitigation measures should then be identified. The applicant has considered the previous turnover of cargo at the site and the fact that the wharf falls within an AQMA. As a result, any reactivation of the wharf would be subject to the requirements of the AQMA.

#### Noise:

It is necessary to consider the potential noise impacts on the application site from any reactivation of Tunnel Glucose for cargo handling. Any necessary mitigation measures should then be identified. In line with London Plan policy the applicant appears to have utilised the layout and use of the site in order to try to design away any potential conflicts. This can be seen through the proposed siting of the terminal and hotel buildings along the boundary of the site with the safeguarded wharf. The applicant proposes that the northern facades of these buildings would be solid and sealed with a condition on any grant of planning permission to regulate the treatment of these facades.

A residential block is also proposed along the northern façade and the applicant’s letter dated 21 December 2010 identifies design and acoustic measures that are proposed on the northern and western facades of this block which again can be regulated by condition.

By reviewing the applicant's worst case scenario and the mitigation measures that are proposed it would appear that a 'good standard' can be achieved in line with the requirements of BS8233.

**Lighting:**

As identified by the applicant it is likely that any reactivation of the safeguarded wharf would result in large areas of the wharf being lit and in their letter dated 21 December 2010 the applicant sets out how they consider that 'the design of the northern boundary provides an effective barrier to potential light penetration.' Additionally various elements of the application site will be lit including the terminal and hotel and as such the applicant considers 'the potential for light to emanate from the safeguarded wharf above the levels within the application site not considered likely.

Paragraph 21.32 does not envisage that spillage from the proposed development will extend beyond the Thames path and onto the River 'so as not to cause injury to marine life'. It is stated that lights that produce glare could interfere with navigation will not be fitted. These general principles for lighting are welcomed and it is suggested that a condition is placed on any grant of planning permission requiring the details of all external lighting to be submitted and approved. The condition should provide the opportunity for lighting to be adjusted should it be found to be a hazard to navigation once it has been installed.

**Phasing:**

As the Council will be aware, there have been in the past been other sites on the Thames where a cruise liner terminal has been proposed as part of the wider development. Unfortunately, none of these proposed terminals have been built even though the landside development has been. It is therefore important for the Council to secure, through either a suitably worded condition or a clause in a section 106 agreement, the provision of the river infrastructure and terminal itself to enable these benefits to be secured for the Borough and for London as a whole. The applicant has indicated in their application that 'hand over 1' will centre on the construction of the cruise and clipper terminal and it is envisaged that this will be completed by 2012. It is suggested that 'hand over 2' which provides residential block b and a proportion of the other residential units is not permitted to be occupied until hand over 1 has been completed.

#### Use of the River for the Transport of Materials:

It is noted and the PLA welcomes the applicant's investigations into the use of the River for the transport of excess soil off the site. It is stated that the soil can be loaded directly onto the barge from the site and be transported to an appropriate dock off loading and sent directly to a suitable location for landfill, treatment etc.

The use of the river for the transport of construction and waste material is a sustainable method of transport which has policy support from the National Level downwards. In particular, I would draw attention to policy 4C.8 of the London Plan which states that new development close to navigable waterways should seek to maximise water transport for bulk materials, particularly during demolition and construction phases. Also policy 4A.28 of the London Plan seeks for waste to be removed from sites and construction materials brought to sites by water wherever that is practicable. The PLA would therefore recommend that a condition is placed on any grant of planning permission requiring the submission and approval of a strategy that seeks to maximise the use of the River Thames for the transport of construction and waste materials to and from the site (i.e. looking at a range of materials and not just excess soil) with the works to be carried out in accordance with the approved strategy.

#### Travel Plans:

It is considered that the marketing initiatives that are proposed to encourage sustainable transport could be widened to include river timetables and maps in welcome packs. It would also appear to be beneficial to set a target for river use.

#### River Works Licence and Dredging:

As the applicant will be aware any works over Mean High Water require a River Works Licence. This includes temporary works such as scaffolding. A dredging licence will also be required for the proposed dredging works. Should the applicant wish to discuss this they are advised to contact the PLA's Licensing Officer Jackie Evans on 01474 562588.

#### Riparian Life Saving Equipment:

Given the location of the application site the PLA recommends that the Local Planning Authority attach a condition to any planning permission, requiring the provision of riparian life saving equipment (such as grab chains, access ladders and life buoys) along the river edge to a standard recommended in the 1991 Hayes Report on the Inquiry into River Safety.

### External Lighting:

The PLA would wish to see a condition that required details of all the external lighting that is proposed at the site to be submitted and approved to ensure that it is acceptable and does not cause a hazard to navigation once it has been installed.

### Conclusion

The PLA is in principle supportive of the proposed development and as this letter has demonstrated the technical issues relating to the juxtaposition of the proposed development and the safeguarded wharf has been identified and mitigation measures proposed. As such the PLA has no objection to the proposed development and looks forward to the facility being provided on the Thames in time for the London 2012 Olympics.

*Conditions have been attached in regards to the acoustic measures, lighting, riparian life saving equipment, water transport strategy.*

*The cruise liner terminal, as the first phase of the development, will be secured through the s106 legal agreement*

*The PLA has suggested conditions relating to berthing of large vessels and the bunkering of other vessels. However, it is considered that this is best managed through the River Works License rather than in the form of a planning condition.*

### *Transport for London*

TfL notes that 726 car parking spaces are proposed to be provided in two car parks. In order to assess its suitability, clarification should be provided as to how this parking will be managed and allocated across the different land uses. As it appears that none of the parking will be dedicated to the cruise liner terminal, it is assumed that the majority of the spaces will be for residential use. As previously stated, provision could be as high as 0.8 spaces per dwelling, which is considered excessive. In accordance with London plan policy 3C.23 'parking strategy' and to minimise additional congestion on the adjacent highway network, TfL strongly recommends that parking levels are reduced.

In order to encourage the use of more sustainable modes, and to minimise vehicle trip generation, residents should be prevented from having access to on street parking permits through the section 106 agreement.



General access to the site is proposed from a relocated entry onto Blackwall Lane. Whilst its outline design appears acceptable, the existing yellow box should be relocated to protect the access. In addition, a swept path drawing should be provided in order to demonstrate that a 15m coach access the site safely.

Access from Christchurch Way will need to be retained for access into the existing Alcatel factory. It should be barrier controlled to ensure that general traffic will not be able to use it, but designed so that safe and convenient access for cyclists and pedestrians is retained.

Trip generation for the non-cruise terminal users of the site has been calculated using survey data from TRICS and TRAVL. However, as requested at the pre-application, details of the surveyed sites together with the justification for their use have not been provided. This information is essential to enable TfL to understand that any trip generation assessment is robust.

As previously suggested, the mode split has been calculated using census data. The outcome of this however, is that the underground mode share is higher than would be expected from a site more than 1km from an underground station. Accordingly TfL questions whether trips to North Greenwich station would be made by bus, which may impact on bus trip generation.

TfL considers that trips should not be assigned to the '*works mainly at or from home*' category as this would not result in any trips being generated. These trips should be assigned pro rata across the other modes.

Trips for the cruise liner terminal element of the development have been calculated based on the information provided by the current operators of Port of London Authority. TfL has a number of concerns about the underlying assumption used in this assessment. London Central cruise Moorings currently operate at tower bridge Upper and Lower Mooring together with Greenwich Ship Tier Moorings. All of these sites have a higher PTAL and were within 500m of a tourist attraction. Therefore care needs to be taken when using the trip rates and mode share derived from these sites. Supporting information should be provided to demonstrate the appropriateness of the assumptions.

It is understood that ship crew are internationally based and up to 5% of them may depart to an airport at the end of a contract (typically a four to six month period). In addition, it is understood that the remainder of the crew are free to visit a port of call when not on duty. For a typical 12 hour stop at

Greenwich, it could be assumed that some of the crew may leave the boat and visit the local amenities. TfL therefore queries the zero trip rates for those who stay. Crew are arguably more likely to walk and use public transport than tourists.

The assessment of the tourist trips appears to be based on the assumption that only one set of visitors will arrive or depart in one day. For turnaround cruise ships, the assessment appears to ignore the changeover of departing and arriving passengers. This could result in double the vehicle trip rate predicted in table 6.1 to 900 a day. The impact of departing and returning passengers could also be applied to trip rate for transit passengers although no trip information, similar to table 6.1 has been provided. Given that taxi and private hire vehicles could be the dominant modes for independent passengers, this could generate up to 1050 vehicles a day (based on the assumption of 1500 passengers and a vehicle occupancy rate of 2).

It is understood that in accordance with pre-application advice PERS audit of the area around the site was undertaken. This should be submitted with the transport assessment to enable TfL to understand the baseline pedestrian conditions around the site and to identify specific areas for improvement.

The improvements to the Thames path are nevertheless welcomed. However, TfL questions whether the existing route will need to be closed during the construction as this should be considered and mitigated as part of any construction logistics plan. In order to improve way finding and to encourage walking in accordance with London plan policy 3C.21 '*improving conditions for walking*' a contribution of £3,200 towards improved signing of the route is requested.

The provision of secure cycle parking is welcomed. Table 4.2 of the transport assessment sets out proposed cycle parking provision of each land use, based in assumptions about some of these uses. In order to ensure compliance with London plan policy 3C.22 '*improving conditions for cycling*' and draft revised London Plan policy 6.9 '*cycling*' provision for the residential units should be increased to two spaces for any 3+ bedroom units.

Vehicular trips have been distributed 70/30 north/south as it is considered that most trips will be to and from Central London via the Blackwall Tunnel. However, a sensitivity test using a 50/50 split has also been undertaken which is supported by TfL. Growth factor of 5% has been applied to the period 2010-2015. This has been justified by reference to screen line counts which has been shown a drop in traffic over the period of 2005-2008. Committed

development has been taken into account separately. TfL welcomes revisions that have been undertaken to the modelling following pre-application advice with regard to signal timings. Although no model validation has been provided, the setting and timings used within the models generally seem appropriate and accord with the timings that are running on street. It is noted that to partially mitigate against the impact of the development timings at the Blackwall Lane/Woolwich Road junction have been altered from those on street, taking into account the intergreens on street appear to be incorrect. Whilst this is accepted by TfL, a contribution of £5,000 is requested in order to duplicate these timings on street.

It is also noted that the Blackwall Lane/A102 onslip is operating over capacity in all scenarios that have been modelled. Whilst it is accepted that the development will only have a minor impact above the base situation, this can have a significant effect when a junction is operating above capacity. As set out above, it is therefore considered essential that car parking levels are reduced in order to minimise the impact on the Blackwall Tunnel which is a key strategic route.

As stated in TfL pre-application letter, there are some issues with regard to the PTAL calculation. Paragraph 3.31 of the transport assessment states that a number of points of interest (POIs) have been used for the site, but only one PTL has been calculated. It is therefore assumed that the POI that results in the shortest walk route has been used for each Service Access Point (SAP), which may overestimate the accessibility of the site TfL recommends that either a PTAL should be calculated for each POI or a single POI is used to obtain a PTAL for the whole site. Notwithstanding this, TfL calculates that the site has a PTAL of 3, albeit with a lower index than in the transport statement. TfL notes that the addition of the Thames Clipper Service will improve the accessibility of the site. However, the issues with the PTAL calculation above, this may not be sufficient to increase the PTAL to 4.

The transport assessment considers that impact on the capacity of the bus network. You will be aware from the pre-application advice that TfL only requires information on bus trip numbers to be generated by the development (including origin and destination projections) so that these impacts can be assessed by London Buses Network planners. The developer's assessment is not considered to be definitive as it has only considered a small section of bus route by the development site. When considering impacts on bus routes it is necessary to consider the whole route for impacts as TfL plans to 80% of the capacity of the route.

As stated above, TfL considers that the assessment has not considered the impact of additional bus trips to access rail stations. The impact of this on bus capacity must be considered before TfL can determine whether a contribution is necessary.

TfL has completed an audit of all bus stops in London to establish which conform to our bus stop guidelines. There are four bus stops that are likely to be used to access this development, two on Blackwall Lane and two are on Christchurch Way. Three of these require works to bring them up to current accessibility standards as such. A contribution of £30,000 is requested towards these works, raising the kerb heights and the introduction of bus stop clearways.

Notwithstanding the above comments about trip generation, TfL welcomes the assessment of predicted demand for North Greenwich Station. This station was built to accommodate events at the O2 and as a result, the station has sufficient capacity to deal with the morning outbound flows. Furthermore the Jubilee line upgrade will be completed ahead of the opening of the development and it is therefore expected that there should be sufficient line capacity.

TfL does have some concern however, that there may be insufficient capacity to deal with the demand for private hire/taxi trips at this interchange.

TfL notes that the trip generation assessment, DLR trips are not set out separately from underground trips. Notwithstanding this, Greenwich DLR station is located 1.7km from the site and therefore it is considered unlikely that there would be significant impact on DLR capacity.

TfL is satisfied that the assessment considers the impact of the development rail services. Given the small number of national rail trips that are likely to be generated and the high frequency of rail services through Maze Hill, the effects of the development on this station and services will be manageable.

For clarification, rail services that operate from Maze Hill station are as follows; Monday to Saturday, during the daytime, there are six trains per hour operating to London Canon Street, four of which originate from Deptford and two from Slade Green. The same timetable also operates in reverse. It should be noted that during early morning and late evening on those days, a four trains per hour service operates to London Charing Cross instead of London Canon Street. On Sundays, two trains per hour operate from Deptford to London Charing Cross, calling at Maze Hill.

If the transport assessment is amended accordingly this may affect the PTAL calculation in paragraph 3.45.

Whilst TfL welcomes the coach facilities that have been identified as part of this development, there is concern that the number of coach trips has been underestimated. Discussions with existing operators who provide coach services to the current facility at the Pool of London reveal that between 3 and 12 coaches are required to cater with a smaller cruise facility. However, section 6.25 of the transport assessment advises that only 7 coach parking spaces will be provided.

TfL therefore recommends that the coach trip assessment is reviewed and welcomes further discussions about this matter. This matter must be resolved in order to ensure that adequate facilities are proposed as well as how coach management will take place.

At the pre-application stage TfL requested that the developer should consider the demand for taxis and if necessary, provision of a formal taxi rank. TfL notes that section 4.41 of the travel plan states that all taxis coming to the site must be pre-booked before the cruise ship docks at the terminal. As this is not a system that is adopted in any major transport hub in London, it is suggested that this arrangement with a private hire operator rather than taxi. Clarification should be therefore provided with regard to this matter.

Taxi drivers are routinely aware of major events and knowledge of cruise ships would be widely available. Information could also be provided to the taxi radio circuits such as Computer Cab in order to alert drivers. In addition, section 4.7 of the assessment states that the hotel will provide a high quality accommodation for users of the cruise terminal. It is likely therefore to generate a high volume of taxi trips to into and around London. Accordingly the provision of a carefully planned and located taxi rank to cater for cruise ship as well as the hotel is considered essential.

As states above, it is considered likely that the development will generate additional demand for taxis at North Greenwich station. When taken with the existing demand from trips to the O2 this could place severe pressure on the currently limited facility at this interchange. TfL therefore encourages the developer to undertake further assessment of the impact on this facility and contribute to any infrastructure improvements that are necessary to mitigate such impacts. Further discussions are therefore welcomed with regard to this matter.

As stated in the pre-application stage, TfL welcomes the provision of a London River Service Pier and increased river use. TfL understands that the developer has contacted Thames Clipper directly and expects that discussions about the future service should continue.

For clarification paragraph 3.23 of the transport assessment should be revised. The Thames Clipper main service only runs as far as the London Eye Pier and finishes 21.30 to 22.00. It should also be noted that the Thames Clipper currently uses only access ramps at London Bridge Pier.

In order to minimise vehicular traffic in the peak and to accord with London Plan policy 3C.25 '*freight strategy*' and draft revised London plan policy 6.14 '*Freight*', both a Construction Logistics Plan (CLP) and a Delivery and services Plan (DSP) should be submitted. These plans should be secured by the borough through section 106 agreement.

Given the site's location and use as a wharf, there is an excellent opportunity to maximise the use of the river transport to deliver construction materials and to remove spoil from the site. These principles should be clearly set out in both the CLP and DSP.

In order to manage travel demand and to accord with London plan policy 3C.2 '*matching development to transport capacity*' and draft revised London plan policy 6.3 '*Assessing Transport Capacity*' TfL welcomes the submission of a travel plan. This is generally line with TfL guidelines however; it should include baseline data from the transport assessment from which targets can be set.

TfL has assessed the travel plan using ATTrBuTE, a common framework for evaluation and is used to ensure that all the elements of the travel plan are included.

Here are a couple of matters that the travel plan should also address. In order to minimise the impact of additional vehicle drop off at the cruise terminal including taxi and private hire a shuttle bus between railway and underground stations as well as other attractions should be provided. Measures could be put in place to ensure these are for visitors only so that the local bus market is not distorted. The travel plan should contain more information on how it will be funded, as at present it has been deferred to the occupier of the development.

The travel plan should be secured by the borough through section 106 agreement.

In accordance with our previous advice, TfL is generally supportive of these proposals. You will be aware that the principle of a cruise terminal at this location was considered to be consistent with London plan policy 4C.7 'Passenger and Tourism User in the Blue Ribbon Network'. The delivery of the cruise terminal and the pier is therefore seen as key to the overall acceptability of the proposals. TfL remains firmly of the view that as a cruise terminal and pier are expected to be delivered with the first phase of the development, the local planning authority should also impose a Grampian condition to that effect.

You will also be aware from previous discussions that TfL is working with the London Borough of Greenwich to deliver public transport improvements for the area. The layout of the proposed development should ensure that a public transport corridor can be introduced through the site in the future and that it should provide continuity with the agreed design for the adjacent Lovell's wharf scheme.

TfL reiterates that further discussions are welcomed in relation to these matters and that the requirements for other section 106 mitigation referred to above, in order to lead to the development becoming compliant with the London plan.

*The parking provision for the residential units has been reduced to a ration of 0.71 spaces per unit. In addition, future occupiers will be prevented from obtaining on-street parking permits. This will be secured through the s106.*

*In regards to trip generation, additional information has been submitted to TfL in response to their initial comments. TfL are now satisfied that the proposed trip generation for the site are acceptable.*

*The coach parking levels have been revised to allow up to 8 coaches to service the cruise liner terminal. A coach management plan has also been secured through the planning conditions.*

*In regards to taxi provision, the applicant will be investigating the possibility of providing a specific tax rank on site for the cruise terminal and explore a possible link to the rank at the O2 as part of a future taxi management procedure. A condition is proposed to show how the hotel pick up drop off area could be laid out incorporating a specific taxi rank facility for the hotel.*

*Suitable conditions and clauses within the s106 are proposed to address TfL comments.*

*Environment Agency*

We are supportive of the proposed development, particularly the following elements:

- We recognise the value and need for a new cruise liner terminal on the River Thames and we are also supportive of mooring for passenger services,
- New public open space next to the River Thames and reinstatement of the Thames Path. We support the principle of an active riverside with improved access connections to and along the river Thames,
- Proposed Tidal Gardens to compensate for the impact of the dredging and proposed jetty structures on inter-tidal habitat,
- Renewed flood defences which are set back to make space for water and raised to consider climate change impacts,
- Site remediation to reduce risk of pollution from contaminants,
- Reduction in surface water flood risk through surface water drainage techniques,
- Provision of green roofs for their multiple benefits,
- Sustainable building techniques and the aim to achieve Code for Sustainable Homes level 4 and BREEAM level Excellent.

We do have some outstanding queries, about which we would welcome further discussion and clarification with yourselves and the applicant.

- We have raised some questions about the flood risk assessment, particularly in relation to the residential units and proposed at the lower ground floor level,
- The applicant has indicated that an addendum to chapter 14 of the ES will be submitted that assesses the impact of the development on fish. This is important to identify and mitigate for any construction impacts.
- We would welcome further discussion with you and the applicant on possible options for additional mitigation and compensation for intertidal loss, in the event that this is required after further assessment is done and detailed design stage.

*Additional information has been submitted in regards to the floor levels and the impact on fish to address the concerns raised by the EA..*



*Conditions suggested by the EA including a condition to deal with the mitigation and compensation of the intertidal habitat loss have been attached.*

Thames Water:

Waste

Thames water has been unable to determine the waste water infrastructure needs of this application. Should the Local Planning Authority look to approve the application ahead of further information being provided, we request that the following 'Grampian Style' condition applied-

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

Surface Water Drainage

With regard to the surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground water. Where the developer proposes to discharge to a public sewer, prior to the approval from Thames Water Developer Services will be required.

No impact piling shall take place until a piling method statement (detailing the type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential damage o subsurface water and sewage infrastructure, and programme for the works) has been submitted to and approved in writing by the Local planning Authority in consultation with the relevant water or sewerage undertaker. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

A Trade Effluent Consent will be required for any Effluent discharge other than a 'Domestic Discharge'. Any discharge without this consent is illegal and may result in prosecution. Pre-treatment, separate metering, sampling access etc may be required before the company can give its consent. Applications should be made to Waste Water Quality, Abbeywood.

Thames water would recommend that petrol/oil interceptors be fitted to all car parking/washing/repair facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil polluted discharges entering local watercourses.

Where the developer proposes to discharge groundwater into a public sewer, a ground water discharge permit will be required. Groundwater discharged typically result from construction site dewatering, deep excavations, basement infiltration, bareholes installation, testing and site remediation. Ground water permit enquires should be directed to Thames Water's Risk Management Team.

#### Water Comments

The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames water therefore recommends the following condition is imposed:

Development shall not commence until impact studies of the existing water supply infrastructure have been submitted to and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

#### Thames Tunnel Comments:

The proposed Thames Tunnel is in the final and most challenging piece of Thames Water's overall plan to tackle sewage discharges into the River Thames in London. The Thames Tunnel will run broadly along the route of the Thames and will pick up discharges from the most polluting Combined Sewers Overflow (CSOs) along its route.

The consultation presents three route options and many possible construction sites. Starting in west London, our preferred route for the main tunnel, 'the Abbey Mills Route' would generally follow the route of the river Thames to Limehouse in Tower Hamlets, where it would then continue north east, following the route of the Limehouse Cut to Abbey Mills Pumping Station near Stratford. There it is proposed to be connected to the Lee

Tunnel, to transfer the sewage to Beckton Sewage Treatment Works. Two other shortlisted routes, the 'River Thames' route and 'Rotherhithe' routes, are also being consulted upon and stakeholders and the public are being asked to identify their preference. Had either of these two routes been the preferred main tunnel route then a 'drive shaft site' would be required within the Charlton area from which to drive the main tunnel. Thirteen sites were shortlisted as potential drive shaft locations along the Charlton Tunnelling route. Site 2: Industrial Warehouse, Christchurch Way and Site 3: Offices, Christchurch Way both fall within the boundary of Enderby Wharf's application site. Together these sites were considered as a possible 'drive' shaft site and site two individually was identified as a possible 'intermediate' or 'reception' shaft site within the Charlton tunnelling area. Support from the Thames tunnel can be found in both the adopted London Plan and in the draft London Plan.

Whilst Sites 2 and 3 are not currently preferred sites required to deliver the Thames Tunnel this is subject to the outcome of the current consultation we are undertaking so Thames Water would therefore request that the potential need to use these sites be taken into consideration, and reserves the right to comment further on conclusion of our consultation on the preferred sites and routes of the Thames Tunnel. We would also request that the applicant's are advised of the Thames Water proposal for the shortlisted sites 2 and 3 for the River Thames and Rotherhithe routes of the Thames tunnel.

*The applicant has provided comments to Thames Water in regards to the Thames Tunnel as part of the public consultation.*

*Suitable conditions have been attached to address Thames Waters comments.*

#### CABE:

##### *Summary*

We commend the design team for its rigorous approach in designing this scheme. The development's coherent relationship with the river and its clear hierarchy of public, semi-public and private spaces and pedestrian routes results in a scheme with a clear and simple concept that makes the most of the site. However, we have some concerns, in particular, about that the scale and massing of the development at the northern and eastern boundaries. We are also not convinced about the architectural approach to the residential blocks and insufficient detail has been provided about the design of the hotel and cruise liner terminal and in relation to the public realm and landscaping

scheme. We think that these issues should be resolved prior to planning permission being granted.

#### *Site layout*

Overall, we think the arrangement of the buildings on the site presents a strong diagram that has a logical relationship to the cruise ships and the river. We consider that the arrangement of the hotel, cruise liner terminal and Enderby House as three separate buildings is successful and that these buildings have a coherent relationship with the adjacent residential blocks. We are less convinced however, that the massing of the development adjacent to the northern boundary of the site works with the industrial area to the north. We question whether it is desirable to build right up to the boundary of the site at this point given the existing land use and long term development of the neighbouring site. We are similarly concerned about the inclusion of numerous windows within this elevation. We feel that this part of the development should be reconsidered. The scheme provides a clear hierarchy of public spaces, semi-private courtyards and private gardens and a coherent arrangement of pedestrian routes through the site. The approach into the site from Blackwall Lane to the east is an important entrance. To create a sense of place for people arriving at the terminal, it is important that this route is active with pedestrians and vehicles and has a character that is as conducive to the cruise terminal as it is to a residential development. The local planning authority should make certain that the detailed design of this route is of sufficient quality to ensure that a strong character and sense of place is achieved. Whilst the main east-west route into the site is important, we feel that the design should not focus on this element to the detriment of other routes and spaces within the site. It is not clear, for example, how residents will access local shops, services and facilities. It is essential to the success of the scheme as a place to live that alternative routes connect up with existing pedestrian and cycle routes, and they are legible, accessible and safe, making it easy for people to find their way into, out of and through the development.

#### *Scale and massing*

We feel that the scale and massing of the residential blocks fronting onto the river is appropriate and is justified due to the long views of the development across the river. However, we are not convinced that the scale and massing of the residential blocks along Christchurch Way is appropriate in this location. It is not clear why the blocks are the height that they are. There is a significant height difference between the proposed buildings compared to the existing ones which we feel is unnecessarily dominant and could have a detrimental impact upon the amenity of existing residents.

### *Architecture*

We support the overall architectural approach to the upper floors of the residential blocks, with the use of different materials and colour schemes for the 'river facing elevations', 'land facing elevations' and Christchurch Way buildings. However we are not convinced about the relationship between the upper storeys and the masonry plinth base of the blocks. Specifically we are concerned about the way the upper storeys overhang the masonry plinth. We feel that this overhang appears oppressive and too relentless. We also consider that the distinction in the architectural expression between the upper storeys, occupied by predominantly private housing, and the masonry plinth base, occupied by predominantly affordable housing, could heighten the distinction between the private housing and the affordable housing which could be too hierarchical and derisive. We feel that this contrast in architectural expression between base and upper elevations should be resolved prior to planning permission being granted. Whilst we consider that the arrangement of the hotel, cruise liner terminal and Enderby House is successful, we are not convinced that these buildings work architecturally as a suite of buildings. Their design is not sufficiently progressed, with limited information provided about the materials and detailing of the elevations and the character of the surrounding public realm. Further work is required to ensure that the detailed design of these buildings is of sufficient quality to reflect the setting of the listed Enderby House and their position as part of an international gateway to London. The success of the redevelopment of this site will depend upon the delivery of high quality architecture, design and construction throughout the procurement and construction phases.

### *Public realm and landscape design*

We think that the hierarchy of public spaces and the differentiation between public and private spaces is clear. However there is a lack of information about the detailed design of the public realm and landscaping scheme, for example what is the boundary treatment between the public, semi-private and private spaces? The detailed design of these spaces and consideration of how these areas will be used at different times – when the cruise liner terminal is in operation and also when it is a quiet residential area will be very important to the success of the scheme as a whole. The local planning authority should make certain that the detailed design of the public realm and landscaping is delivered to a high level of quality. We support the location of residential entrances onto the street to activate the building frontages. It is important that the interface between the buildings and the outdoor spaces is human in scale where people are made to feel welcome and safe. Again the quality of the detailed design of the street will be important. The local planning authority should also be satisfied that the impact of the buildings on the

amenity of the outdoor spaces is acceptable. We are concerned that these spaces could be overshadowed and windswept and as such of poor amenity value.

#### Residential amenity

We commend the quality of the internal layout of the residential blocks comprising a limited number of apartments accessed off each stair / lift core, and the provision of a large number of double aspect units. However, we are concerned about the impact of a scheme of this density, and specifically the likely surges of vehicular movements corresponding with the arrival and departure of cruise liners, and how this could adversely affect the amenity of residents. These vehicular movements will need to be carefully managed to limit the level of disturbance to residents and the local planning authority should ensure that suitable management arrangements are put in place. To ensure that residents have sufficient amenity space and access to the riverside throughout the phased construction of the scheme it will be important to ensure that the public realm is delivered in association with the construction of each residential block. The local planning authority should also be satisfied that the capacity of public transport and local services and facilities is sufficient to meet the needs of the increase in resident population in the area, both from the Enderby Wharf site and neighbouring sites.

*The scale and massing across the site is well considered and would both integrate with that of existing and emerging development to the south and east and present buildings of a scale appropriate with the river at this point. The proposed heights are considered to work well with the layout. The decision to develop and integrate a series of medium rise rather than taller tower structures is supported in this location.*

*Suitable conditions have been attached requiring detailed design of the landscaped areas.*

*The majority of cruises are sold as packages including flights and coach transfers from airports. Less than a third of travellers will travel to the site independently using private car or taxi. Suitable conditions have been attached requiring management plans for the coaches and taxis that will visit the site.*

#### English Heritage (Archaeology)

Having had the opportunity to consider the archaeological desk-based assessment report prepared by Wessex Archaeology Ltd dated September 2009, I am happy to recommend its approval. The site nearby site of Greenwich Wharf provided evidence of Neolithic occupation before peat

started to form. The Bronze Age trackway mentioned in Bellot Street if projected would occur on site of Enderby Wharf. The potential for medieval river side structures has been highlighted but there is also the possibility that somewhere on site was the location of an Elizabethan watch tower as illustrated in an oil painting held by the National Maritime Museum, Greenwich, later converted to store gun powder.

It is recommended that any planned geotechnical site work (including foreshore and river) should be undertaken with an archaeology component so that potentially two sets of information can be obtained for a single intervention programme.

The information should be added to the data set mentioned in chapter 12: 'ground conditions and contamination' to produce deposit models of the range of horizons present. This will assist the development of the next stage of possible archaeological fieldwork that may consist of archaeological borehole survey work and trial trench evaluation ahead of refining mitigation strategies for specific area of the site.

In the circumstances I do not consider that any archaeological fieldwork need be undertaken prior to determination of this application but that the archaeological position should be reserved by attaching the following conditions to any consent granted under this application:

'No development shall take place within the application site until the developer has secured the implementation of a programme of archaeological recording of the standing historic building(s), in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.'

'No demolition shall take place within the site until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority.'

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

‘No work on site shall take place until a detailed design and method statement for the foundation design and all new ground works has been submitted to and approved in writing by the Local Planning Authority.’

If geotechnical site work (including foreshore and river) is planned than a suitable specification will need to be prepared and submitted by the developer appointed archaeological practice and for it to be approved following comment from this office before any on-site works occur.

Once the deposit model report is received then further recommendations can be furnished.

In respect of building recording, it is recommended that a basic photographic record is made but more detailed than that supplied for the purpose of the desk-based assessment report. The report should include discussion of the material illustrated and plans to indicate location and orientation of images. This work should include Enderby House and therefore this recommendation will be mirrored in the response to Listed Building application 10/3064/L.

*Suitable conditions have been attached to address English Heritage’s comments.*

### English Heritage

This application should be determined in accordance with national and local policy guidance and on the basis of your specialist conservation advice.

### Royal Parks

The development is within three Local Views Zones and we have concerns on how the proposed development impacts on views from Greenwich Park.

View 01 Docklands Panorama from the Wolfe Memorial  
Greenwich Park is a Grade I listed Park of ‘exceptional historic importance’ not Grade II as stated in the application. The proposal photographs show the view in summer with the tree canopy in leaf and not in winter when the impact on the skyline will be more apparent. View 02 conversely is shown in winter. The proposal describes the significance if the impact as ‘minor beneficial’. Whereas we would suggest that the full extent needs to be assessed when the tree canopy is not in leaf – to be done properly. No account is taken of the encroachment onto the view of the dome from Wolfe Statue which The Royal Parks Agency feel is detrimental.



## View 02 Royal Park

The proposal described the significance of the impact as 'negligible'. We would disagree based on the visuals of the proposal. What is significantly missing from the Views Assessment is any evaluation of the view from 'One Tree Hill'. Although not a view specifically protected in either the London View Management Framework or Local Plan, many visitors consider the views of the Thames Docklands and Greenwich Peninsula to be the finest views to be had in the Park. The impact of the development here is likely to be very significant and has not been assessed at all. The Royal Parks feel this needs to be done.

We would therefore propose that the developers further consult with us on the view from One Tree Hill and additionally the view of the dome from Wolfe Statue. Until we have considered this we cannot give our consent to this application.

*The visual impact assessment provided as part of the application submission demonstrates that the overall visual impact of the development on the protected panorama will be minimal. The view from One Tree Hill is not a protected local view identified in the UDP and therefore not required as part of this submission.*

## 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. Natural England acknowledges and welcomes the proposal to reinstate and realign the Thames Path along the western boundary of this site, together with the provision of new public/open spaces as part of the development proposals. Natural England would encourage and recommend that use of native plant species with regards to new open spaces as part of this development to help increase biodiversity and ecological potential of the site.

## London Borough of Tower Hamlets

A total of 726 car parking spaces are to be provided within the site with a further 33 car club spaces provided both on the public highway and within the curtilage of the development. It is unclear how the entire provision of spaces is to be allocated amongst the proposed land uses. Further information should be sought regarding this matter.

LBTH is concerned about the impact of the proposed parking provision of 726 parking spaces on congestion in the area. Traffic Impact assessment has only been carried out on immediate junctions and at 726 parking spaces there may be an impact on the already congested strategic highway network.

Motor vehicles are also significant contributors to greenhouse gas emissions and emissions that are harmful to air quality.

Development should seek to minimise the use of the motor vehicle which contribute to traffic congestion, global warming and poor air quality. Therefore we recommend a reduction in the levels of parking within the development and consider that environmentally friendly public mass transport, such as hydrogen powered buses to major transport hubs, should be considered as alternatives.

A minimum of 768 cycle spaces are to be provided for the 770 residential units, however there does not appear to be any provision for visitors to the residential units or extra provision for larger unit sizes. In addition, the submitted TA does not appear to be any provision for visitors to the residential units or extra provision for larger unit sizes. In addition, from the submitted TA there does not appear to be any cycle parking or shower/locker/changing facilities provision for the commercial/retail units. LBTH consider that there should be amendments to provide these facilities and maximise cycle parking within the development. From a design and conservation aspect LBTH does not raise any objections and there are no significant heritage receptors, from an LBTH point of view, that are impacted.

Given the prominence of the scheme LBTH residents it would be prudent that LBTH are consulted again on the final appearance of the complex, particularly the materials, landscaping to the river front and the jetty at details stage and that we are consulted on any amendments.

*The applicant has provided details on how the parking provision will be distributed. For the residential element there is a ratio of 0.71 spaces per unit. This level is in line with both the Council and Government restraints based standards. There would be a travel plan in place, a key element of which would be car club parking with 25 spaces proposed in 4 or 5 locations within the basement car parks.*

*In terms of cycle parking the number of spaces is dictated by the standards set out in the London Plan. The main bulk of the cycle parking would be for residential elements of the scheme and these will be housed in large secure lockers in the basement car parks. Full details of the cycle provision including visitors and commercial retail uses are secured through a planning condition.*

*A Low Emissions Transport Scheme will form part of the section 106 legal agreement.*

### East Greenwich Traders Association

West Properties have been actively consulting their proposals for some time including regular meetings with members of the East Greenwich Traders Association, which have been helpful and most welcomed. We have approached all our discussions with West Properties with the view to securing a proactive dialogue both during the preparation of the planning application and importantly, a partnership as the wharf is regenerated over the new few years. We have been very pleased that West Properties has adopted this approach.

The regeneration of the wharf for a mix of development including the provision of the new international cruise liner terminal with an additional river bus stop serving East Greenwich and the Greenwich Peninsula represents a huge opportunity for local business, delivering a new audience of national and international visitors.

It is crucial that local community benefits from such an influx of new spending power to support not only existing businesses but also to attract new entrepreneurs to the borough now and in the future.

The success of the Greenwich Maritime World Heritage Site, the O2 and a range of other attractions such as the proposed East Greenwich Cultural Corridor, supplemented with the cruise terminal, offers a compelling short stay package which should, if co-ordinated and marketed correctly, benefit local business and promote the cultural offer of East Greenwich and the Peninsula to an even wider audience.

However, the EGTA would be concerned to see any extended retail offer detracting from our existing high street. We need to see new visitors travelling down Christchurch Way into Trafalgar Road to experience the local shopping experience, not to be cocooned in a shopping offer which is alien to our real-life community.

Membership of the East Greenwich traders Association is open to any business that is geographically based (as you move east along the river) from Park Row to Morden Wharf and from Tunnel Avenue down to the railway line in the South. So all businesses that move into Enderby Wharf will have the option of joining the EGTA and will actively be encouraging these new organisations to join us.

The EGTA works alongside other local community groups to improve the experience of living, working and shopping in East Greenwich by doing all we can to prevent existing business closures and support making cultural and environmental enhancements to encourage new businesses to move in. But it's not an easy task with so little footfall in the area that once the buzzing with activity before a number of local large employers closed down. However, East Greenwich has a unique opportunity on the horizon with the 2012 Olympics and focusing now on cultural and public realm improvements in east Greenwich will be key to the success of the Olympic visitor experience in 2012 and at the same time creating a lasting legacy for all.

With a view to becoming more focussed on the critical cultural and environmental improvements required to make a success of the 2012 Olympics in East Greenwich, the EGTA are one of the key partners in the local community initiative of culture-led regeneration called 'The East Greenwich Cultural Corridor'.

*The small amount of retail floor space (A1, A3, and A4 uses) provided within Enderby House is not considered to undermine the viability or vitality of either Greenwich Town Centre or East Greenwich District Centre.*

#### East London Cultural Corridor Initiative

The regeneration of this area by the river and the provision of the new international cruise liner terminal and additional river bus stop serving East Greenwich and links to Greenwich Peninsula all offer the community here a huge opportunity for engaging a new audience of national and international visitors. It is crucial the local community benefits from the development and the cultural opportunities here are fully explored, including opportunities to attract new entrepreneurs to the borough now and in the future.

The site is well positioned for joint visits combining either the Greenwich Maritime World Heritage site or the O2 and a range of other attractions proposed for east Greenwich Cultural Corridor. The development together with its hinterland offers a compelling short stay package which should, if co-

ordinated and marketed correctly, benefit local business and promote the cultural offer of East Greenwich and the Peninsula to an even wider audience.

We need to see these new visitors travelling down Christchurch Way into Trafalgar Road to experience the local area and not be cocooned away from the community. In Trafalgar Road there is currently a very low footfall, which has steadily declined since the Hospital closed down.

However East Greenwich has a unique opportunity on the horizon with the 2012 Olympic venues close by. By focusing on improving both the cultural and public realm offer in east Greenwich, an Olympic visitor experience can be offered here in 2012 and at the same time a lasting legacy created for all.

The East Greenwich Cultural Corridor initiative has concentrated on identifying critical cultural and environmental improvements required to make a success of the 2012 Olympic and its legacy in East Greenwich. Some of these area set out may be suitable to discuss with the developer.

- Street Trees and public realm
- Public art/open space
- Endorse the strategy that is being developed between EGCC and the Council which defines local areas and priorities for spend on public realm. Seek a contribution towards public art.
- Transparency measures – SI06 monitoring contribution
- Endorse the publication of the Council's SI06 procedures and processes, together with monitoring arrangements and expenditure schedules.
- Contribution towards GLLaB
- The ECGG recommends that the Council prepares a SI06 template and include the provision relating to EG approved requirements.

#### Drivers Jonas Deloitte on behalf of SYRAL

SYRAL has an interest in the site adjacent to Enderby Wharf on Tunnel Avenue. SYRAL leases approximately 7.04 ha of land from Morden College, which is present is partly cleared and partly used for industrial purposes. SYRAL also owns an adjoining freehold site on Tunnel Avenue, which is approximately 0.59 ha and is currently used of office accommodation. SYRAL is exploring option for further industrial uses on the site.

SYRAL concerns regarding the planning application are:

SYRAL has not been consulted at any stage of the process prior to the application being submitted

The proposed purchaser of SYRAL's freehold and long leasehold sites intend to continue to use the site for general industrial uses. The development of Enderby Wharf for residential and hotel use is not appropriate, because of the incompatibility of these uses as neighbours to general industry.

SYRAL are concerned that the development of the cruise liner/Thames Clipper will inhabit and limit the future use of the safeguarded Tunnel Wharf and in particular the jetty to the south. Tunnel Wharf jetty has been demolished but the jetty to the south and jetty to the north will be remaining in place. This is contrary to the comments by the applicants Marine Engineering consultants (Beckett Rankin) in the ES.

We also note that Beckett Rankin state that they have discussed the future use of the SYRAL site with 'a preferred purchaser'. We have not discussed with Mason Developments the identity of any of the potential purchasers.

Beckett Rankin states that 'the Primrose Wharf (north) jetty is most likely to be the new users cargo handling facility...there is little prospect of a new jetty being constructed in the location where the Tunnel Wharf berthing structures are located.'

This is misleading and false. No decision has been made on which part of the site will be used for cargo handling. SYRAL is concerned that the development of the proposed cruise liner/Thames Clipper jetty, which could allow cruise ships to cover significant frontage of the SYRAL site, will inhibit and limit the future use of the safeguarded wharf, and in particular the southern jetty.

*The concerns relating to the suitability of the site to accommodate a range of uses including residential and hotel has been dealt with by the applicant. The PLA are satisfied that the development will not impact on the viability of the safeguarded wharf.*

Gerald Eve on behalf of Morden College:

We support the overall aims of the proposal to redevelop a currently underused brownfield site, to offer extensive site remediation benefits, and to enhance and diversify the land use mix in this location in line with emerging planning policy.

We support the general aim of the proposal to refurbish the listed building and incorporate it into the wider redevelopment of Enderby Wharf.

### **8.3 Internal Consultees**

Community Safety and Integrated Enforcement:

This department has no objection to the proposed development however, this department recommends the if planning permission is granted the following items are conditions:

- Plant Noise Assessment
- Demolition and Construction Method Statement
- Asbestos Removal
- Hours of Work
- Mechanical Ventilation and Odour Control
- Sound Insulation
- Contaminated Land
- Noise Impact Assessment – Service/Deliveries Vehicles
- Noise Mitigation – Façade Sound Insulation
- Noise Assessment – Commercial/Licensed Premises

*Suitable conditions have been attached to address Environmental Health's comments.*

Waste Services

In view of the size of the development Waste Services would like to meet with the developers to discuss the proposals for waste and recycling provision.

## World Heritage Site Coordinator

The proposed scheme at Enderby Wharf will have limited impact on Maritime Greenwich. Although the proposed building heights contravene the preferred maximums around the WHS the location of the site makes this contravention of lesser importance.

The scheme will bring many gains to the World Heritage Site, Transport links will be improved. The use of the river for major visitor arrivals is welcomed, as is the construction of a new hotel. This in turn should assist visitor management as well as increase visitor numbers overall. The possibility of one or two night stays opens up new options for structuring visitors' experiences.

The planning application is therefore supported.

## Neighbourhood Services - Housing Strategy and Enabling Unit

Housing Strategy and Enabling Unit (HSEU) would require 35% affordable housing of which we require 70% social rented units and 30% intermediate housing units. The projected size standards in the proposed plans are ideal and would meet out current size standards. We do require 10% of the affordable rented units to be wheelchair units. The developer would need to comply to the Wheelchair Site Brief (June 2010). These units should also, where feasible, be provided at ground level. HSEU would support further comments from Trevor Dodd, Senior OT for Greenwich Council. HSEU would expect a car parking space for every wheelchair unit.

HSEU would expect that parking be made available to the affordable housing units in proportion to it's availability across the scheme as a whole.

This scheme will need to comply to the following standards:

Minimum requirement for Sustainable Homes  
Lifetime Homes  
Parker Morris space standards  
Secure by Design  
Greenwich Wheelchair Site Brief (June 2010)

The Developer and the nominated RSL will be required to minimise service charges for the affordable housing through appropriate integration and detailed design allied with effective management arrangements to be agreed



with the preferred RSL. We would recommend the developer to instruct an RSL from our preferred partners list for the affordable units at an early stage.

*The applicants have submitted a financial viability assessment which outlined the proposed affordable housing quantum and mix. The applicants have calculated (using the GLA Toolkit) the level of affordable housing the scheme will sustain in the absence of social housing grant at 20% affordable housing by units. The Councils independent financial assessor has been consulted in this regard and was in agreement with the findings of the financial viability assessment. If grant funding becomes available this figure would increase to 29% on-site provision.*

*Ten percentage of the affordable units will be wheelchair unit. The standards referred to will be secured by condition or s106 obligation*

## Tourism

From a Tourism perspective we would be strongly in favour of this development for the following reasons;

**Cruise Terminal:** The creation of a dedicated cruise terminal for Greenwich (and London) would open up what is already a lucrative and growing market segment within the tourism industry. The European cruise industry has bucked the recent trend and continued to expand throughout the recent recession with new ships being built every year. Greenwich already benefits from this industry with 4-8 ships calling each year. However the key constraint has been the lack of professional passenger handling facilities which this scheme will address, potential capacity will then increase to up to 50 ships a year.

Cruise ship passengers, of which 80% are from North America, spend on average three to four times as much a day than normal day visitors and whilst their accommodation is on board they have a high propensity to spend in other areas whilst visiting a destination. Greenwich is already suitably placed to capture this spend with a well developed tourism product and a pro-active and engaged visitor economy. The economic impact of this development is likely to be significant with additionality in terms of spend and job creation all the way down the supply chain.

**Hotel:** The development of the hotel as part of the application will support both the operation of the terminal, in terms of pre-cruise stays, but also the wider visitor economy in Greenwich which has been lacking a sufficient supply of quality (4\*) hotels for some time. This fits in with one of the

council's stated aspirations which is to increase the number of four star hotel rooms in the Borough. The collocation of the hotel next to the terminal will stimulate additional pre-cruise stays with the resultant additional spend in the visitor economy and may also help to drive additional business related stays linked to the developing economy on the Peninsula. Out of season the hotel, working jointly with the flexible space within the terminal, will serve to attract corporate events and activities and allow Greenwich to expand its work in the Meetings, Incentives, Conferences and Events (MICE) sector.

**Enderby House:** Enderby House has been an under-used heritage asset for a number of years and this development would facilitate the opening up of this site and its provision as part of the overall heritage tourism offer for Greenwich. The Enderby family are synonymous with the early history of the Peninsula and being able to present this story to an engaged audience will further stimulate the heritage tourism market in Greenwich. The restoration and opening up of the house will also present opportunities to local community groups and historical societies.

**Thames Path / Thames Clipper Service:** The final benefit arising from this development relates to the improvement of the Thames Path through the site. The condition of the Thames Path, particularly the stretch between Greenwich WHS and the O2, has been an issue for a number of years and this proposal will help to address this section of the path and hopefully encourage a greater movement of pedestrians between Greenwich and North Greenwich. The development itself will act as a natural draw for people in Greenwich, especially with the added attraction of a modern cruise liner alongside. The provision of a stopping point for the Thames Clipper service will also facilitate a greater movement of people between the site and the WHS / O2.

#### 8.4 Local Amenity Groups:

##### Greenwich Society:

The Greenwich Society welcomes this application for the development of the Enderby Wharf site and applauds the high standard of design and presentation. In general the Society supports the proposals as illustrated, but would wish to make the following comments:

Cruise Liner Terminal and Enderby House: Whilst we warmly approve the general design and relationship of the Cruise Liner Terminal to Enderby House, and the spaces around Enderby House, we do have reservations over the proposed accommodation uses for Enderby House as illustrated on the

plans. It is given, as proposed, “to provide tourist, community and retail facilities”, and in the Planning Statement this is expanded to say, “restaurant/café, tourist information and interpretation centre.” The Design and Access Statement says “Enderby House can provide the facilities associated with travel such as retail, food and beverages which leaves the terminal to run as efficiently as possible with the sole function of allowing movement of embarking and disembarking passengers”: the plans for Enderby House appear to prioritise this accommodation, showing a large kitchen, three dining rooms and a bar – and don’t show provision for the proposed ‘retail’, ‘community’ and ‘tourist information and interpretation’ uses mentioned. The plans show some limited accommodation which might be suitable for community use, but not enough the Society feels that would be adequate to serve the needs of the local community. We feel that the balance is wrong here, and that the Cruise Liner Terminal building should cater more for the needs of passengers, leaving Enderby House to function more as a visitor/heritage centre, café and a community social centre.

Regarding appearance and design, we would query the need for a double-storey vestibule area designed for the extension to Enderby House. Whilst generally the height relationships between the Cruise Liner Terminal and Enderby House appear fine, the north elevation of Enderby House shows, in our opinion a rather unhappy relationship between the new extension and the existing historic building which we feel could be improved by lowering the height of the extension here.

Provision for the elderly: We are disappointed that no provision is being provided for the elderly in the development. We note and support the provision that is being made for the needs of the disabled in allowing for wheel-chair access to 10% of the residential units, but consider that some allowance should be made for the needs of the elderly in terms of provision of some specially designed communal support accommodation.

Children’s play: We would also query the provision for children’s play accommodation. The landscape drawings provide limited information in this respect. We note the proposal to locate some of the ‘up to 5 years’ provision on the riverside face of residential Blocks B and E. and would comment that these are adjacent to very public spaces and wonder if it might be better for such areas to be accommodated within the private open spaces between the residential blocks.

Residential units: 1) We are somewhat concerned over the layout of the kitchen/dining/living room areas of the residential units as illustrated. Whilst, with regard to floor areas, they appear to conform in general to the provisions of the London Housing Design Guide, we are concerned over the quality of accommodation to meet every-day needs of families – the larger units don't appear to meet Guideline 4.4.3, which calls for dwellings with three or more bedrooms to have two living spaces, suggested as being a separate living room and kitchen-dining room.

2) We retain a concern (expressed earlier during the pre-consultation discussions) over the design of the south westernmost corner of Block E. As illustrated, the eye of the visitor approaching along the riverside path towards Enderby House is drawn more into the residential area of the site, rather than visually directed to bend to the left to continue along the path. This is especially important as the riverside walk on the Lovell's Wharf site is set back a little way from the river at this point, so a strong steer westwards is needed. We feel that further attention should be given to the design of the end of the block to help turn the eye of the visitor left back towards the river.

Programming: Regarding timing of the proposals, we note the phasing of the proposals set out in the Environmental Statement, Vol 1. Part 1, but see (from the colour coding and lack of specific reference) that Enderby House is shown to lie within area '2', where Block B is scheduled to start in January 2011, for completion in July 2013 – this a year later than the Cruise Liner Terminal (area '1') due for completion in June 2012. As the two are so linked together use-wise, it may be that Enderby House is to be linked to the Terminal regarding phasing: we consider the two really should be constructed together, and would wish to see clarification and confirmation of this. We also wonder whether the whole of the riverside walk might not be included in this first phase, with a link through to Christchurch Way.

We note the commendable short periods of time between the phasing of each of the area blocks, but would like to see possible temporary uses being considered for the later phases (areas, 8, 9 and 10) pending development. The time table could slip and it would seem regrettable for large areas of the site to remain empty and unused for even a few years when, we feel, they might be put to some good use. It is understood a thought is that part of the site might be used as a tree nursery for bringing along trees for eventual transplanting out as part of the landscaping proposals: another use we would like to see made of the site is an adventure playground for local children – and there are other possible uses to which these areas might be put. We

would urge that this aspect be investigated and possibly covered by condition of any planning approval.

Other matters: On other matters, and in general, we support the views of the Greenwich Conservation Group in its submission with respect to this planning application.

**Greenwich Conservation Group:**

We welcome and support the proposals for a Cruise Liner Terminal at Enderby Wharf and the associated development of the plot of land to the east of Enderby House. We compliment the applicant on the extensive pre-submission consultation undertaken and on the high quality of the application material.

The design and appearance of both the cruise liner terminal facility and the surrounding hotel and residential accommodation is of a particularly high standard. However, we have some reservations in the following areas.

Enderby House - we welcome the retention and refurbishment of this Grade 2 listed building but we are concerned at the use proposed for the building and its planned extensions. At all stages of consultation we were given to understand that the building would be converted for use as a visitor centre with an exhibition related to the history of the Enderby family and the part it played in whaling, rope and cordage production and canvas making, and, through its successors, the manufacture and laying of submarine cables. The description in the notification letter - *conversion and extension to provide tourist, community and retail facilities* - suggests that the Council is of a similar view. The Environmental Statement also states that the building will be used as a restaurant/café, with accompanying exhibition space and tourist and information centre. It is therefore disturbing to find that the application drawings indicate that almost all of the building and its extension will be used for eating and drinking purposes. The Planning Statement quotes an area of 773 sq m.

We also consider that the new extension to the east of the existing building should be reduced in height to give the listed building primacy. The need for a double height volume at the entrance to the extension element is questioned and a reduction in height need not affect the entry into the top floor of Enderby House, as the height of the glazed link currently provided could be reduced without any adverse impact.

Cruise Liner Terminal Building - we consider the materials chosen for this building to be appropriate for its intended use but we urge that the considerable roof areas be treated as either a brown roof to encourage wildlife habitats or a green roof. From the higher levels of the hotel block and those of the nearby residential block the amount of roofscape on view warrants a landscaping treatment equivalent to that afforded to the ground surfaces between the buildings.

Thames Path - we regret that one of our earliest concerns shared by the Greenwich Society - the awkward transition between the riverside path on the Lovell's Wharf development immediately to the south and that being provided on the Enderby Wharf site - remains unresolved. If the transition is to be successful on the ground, more work is required to draw the eye of those using the path in a northerly direction away from the communal landscaped area between Blocks E and F and guide them towards the river. This, in our opinion, could be achieved by dispensing at the ground and first floor levels of Block E with the "jagged edge" end treatment shared by all the blocks of residential accommodation.

Dedicated play spaces for different age groups - with a scheme offering 770 new homes, many of which will be for families, it will be necessary to provide dedicated play facilities for the various age groups identified in the Council's UDP. The landscape drawings provide limited information in this respect. However, we question the decision to locate some of the "up to 5 years" provision on the riverside face of residential Blocks B and E. These are adjacent to very public spaces and it would be better, in our view, to locate all such areas within the private courtyards between the residential blocks.

Affordable Housing - we note that the quantum of affordable housing has still to be decided. It is important that this aspect of the residential provision is conditioned in any planning approval.

Housing mix - we note that indicative information is provided on drawing EW02 which is not included in the online information. Even though, as the Planning Statement suggests, this aspect is being negotiated with the Council, there is still a need for it to be conditioned in any planning approval.

Density - the density of the residential element of the proposals is, at 623 habitable rooms per hectare seen as being acceptable given that the site does not benefit from a particularly high PTAL rating.

Other uses - we note that the Skills Academy, Crèche, Office and Retail uses are all located at the heart of the plan either side of the approach to the river yet the gymnasium is sidelined to the ground and first floors at the extreme south-west corner of Block E. In our view this facility should be re-sited closer to the main centre of activity.

Code for Sustainable Homes - we note that the plan is to achieve a Code level of 4. We believe that this should be enhanced to level 6 from the outset given that the Council's emerging Draft Core Strategy document seeks such a level by 2015 - the anticipated completion date for the last of the residential blocks.

Archaeology - with the exception of Enderby House, all structures on the site are to be demolished. It is essential that any granting of planning permission be conditioned to allow for a record survey of the World War II air raid shelters on the northern boundary of the site inside the boundary wall to the adjoining Amylum commercial development, as well as the other archaeological and historical information set out in Section 7 of the Environmental Statement.

Impact on the Maritime Greenwich World Heritage Site - we note from the Environmental Statement that the impact of this development, when combined with that already approved for the adjacent Lovell's Wharf site, is deemed as being Medium to High when seen from the Old Royal Naval College, while in views from the higher levels of Greenwich Park the cumulative impact is considered to be High. These are worrying assessments which need to be carefully evaluated before reaching any decision on the application.

Waterfront Transit System - although no longer a current aspiration in the Council's plans, the site layout should be capable of accommodating the route of the final leg between North Greenwich and Greenwich town centre if ever the plans for WTS are revived.

Established neighbourhoods in East Greenwich - it is essential that, from the pressure to give the green light to this important development for the borough as a whole, the needs of the local community are not overlooked and that, as with all recent developments in the area, the existing infrastructure is not overburdened.

Phasing - we note that, understandably, the first element of the development to be completed in June 2012 will be Area 1 (containing the Cruise Liner Terminal) with sequential completions through 2013, 2014 and 2015 terminating in the completion of Area 10 (containing residential Block E) in October 2015. Figure 3.1 in the Environmental Statement shows that work to Enderby House falls into Area 2 which, along with residential Block B, has a completion date of July 2013. We would strongly urge that the Enderby House element of Area 2 be brought forward to complete at the same time as the Cruise Liner Terminal. As the Greenwich Society has argued, there would be a benefit in completing the works to the Thames Path in parallel with the Terminal and Enderby House. This position we support.

We also ask that the Council to seek from the applicant an undertaking that cleared areas of the site awaiting development are not left dormant as has been the case with the New Heart of East Greenwich site following the demolition of the former Greenwich District Hospital. Temporary uses should be negotiated, perhaps with the involvement of the local community. This approach could also act as an example to the developers of Lovell's Wharf where progress has been impeded by the financial crisis.

*The proposed extension to Enderby house is to create a new vertical circulation system for the expanded building, all within the new structure. This is to preserve as far as possible, the first floor arrangement of Enderby House and the building's fabric. In terms of the height, it is a central theme to the design of the scheme that the two storey 'datum' of the terminal, cruise liner passenger bridge and Enderby House are all broadly the same height. The height is 'set' and governed by the eaves height of Enderby House.*

*The proposed development has been designed to be accessible to all and the general arrangement plans submitted with the application demonstrate that the key requirements for accessibility can be met.*

*It is the aim to create spaces that are genuinely child-friendly and inclusive to all, in line with the Mayor's guidelines. The play facilities in the proposed development will not be segregated or fenced-off, but instead will offer a number of 'playable spaces' threaded throughout the scheme. The proposed provision will exceed the Mayor's target provision of 10 square metres per child.*

*It is recognised that pedestrian movement takes place at the south western corner of the site between the Thames Path and the east west route connecting back to Christchurch Way. The scheme has been designed to create an 'edge' along the river and the erosion of this corner of Block E would compromise this design*



*principle. The scheme seeks to 'shelter' the public and private realms it creates and the set back from the boundary of the site to the corner of Block E is 18 metres, which is not considered to be a tight space or a 'pinch-point'. This area also provides an active ground floor frontage which provides a destination use which will attract people to this area of the scheme.*

*The sequencing of the proposed development has been carefully considered with the aim of delivering the cruise liner terminal in time for 2012 London Olympic and Paralympic Games. Including the works to Enderby House and the riverside walkway in this phase of the development has the potential to jeopardise the ability of the cruise liner terminal to be delivered by 2012, which is the aspiration of both the applicant and the Council. A construction method statement (CMS) is to be prepared to outline the various measures to be adopted to overcome any potential adverse effects during the construction phase of the proposed development.*

*The proposed development includes the provision of 1,547 square metres of green/brown roofs as part of the landscaping strategy. The cruise liner terminal building has been designed to read as part of the composition with Enderby House and the connecting bridge. These elements are articulated separately to the rest of the scheme, which has green and brown roofs dotted throughout. The roof of the cruise liner terminal is lightweight and light in colour and a green roof was not therefore considered appropriate for this part of the scheme.*

*The gymnasium has been located to provide an animated ground floor frontage to the south west corner of Block E. the provision of this use in this part of the scheme provides a more even distribution of publicly accessible uses throughout the scheme and a 'destination' use which will attract people to this corner of the site.*

*The proposed development will utilise sustainable and energy efficient building techniques and will achieve a minimum of Code for Sustainable Homes Level 4 and BREEAM 'Excellent'. The exact final CHS level to be achieved on each residential block will depend upon when it is registered with the BRE and when it is finally constructed.*

## **8.5 Local Residents**

A total of seven letters were received from local residents in regards to the scheme making the following comments:

- Concern on how local residents and businesses will benefit from the development.

- Remain to be convinced of the desirability of a ocean liner terminal and attendant facilities
- Capacity problems with public transport and congestion with vehicular traffic.
  
- Increased congestion from construction traffic and disruption to local residents during the construction process.
- A development of this size should include a Construction Logistics Plan. In addition to a number of aspects already covered in Chapter 22 of the environmental Statement should include the following:
  1. Arrangements for the loading and unloading of construction related loads and likely impact on the local business and residents.
  2. An estimate of the likely volume and routes of road traffic during construction
  3. Consideration of ways in which road traffic was being minimised for example through arrangements for consolidation of loads and by providing substance to the welcome intention of promoting the use of the river.
  4. In additional, the developer should be encouraged to hold an open meeting with local business/residents to outline the level of construction traffic on local roads and their attempt to minimise this and any resulting disruption.
  5. The operational plan for the site should make some provisions for the receipt of daytime deliveries to residents.
    - The skyline of the proposed buildings continues at the level of Lovell's Wharf giving the immediate neighbourhood a sense of being hemmed in. The peninsula as a whole is becoming increasingly high-rise.
    - How will the proposal be affected by the possible use of the nearby site by Thames Water for tunnel drilling operations
    - What effect will the proposed cruise liner traffic have on local users of the river such as yachting and rowing clubs?
    - The riverside walkway should be retained on the edge of the river and should not be pushed further inland (as appears to have happened at the present Lovell's development). The river side is the most attractive feature of the site.
    - Inadequacy of the consultation process
    - Inaccuracies of the detailed submitted plans

- Treatment of the rear boundary
- Nature of the proposed Building H
- Inadequate Information and process
- Noise associated with the operational use of the cruise liner terminal including tannoy announcements on the ship and noise from cruise passengers/entertainments/parties on deck, boats/vehicles loading and unloading the ship with provision/luggage/fuel.
- Light pollution from the ships that are docked overnight

*The proposed development seeks to optimise the potential for this under-utilised brownfield site by delivering a high quality scheme on previously developed land. The delivery of this key piece of infrastructure generates additional opportunity to deliver wider regeneration benefits for the site and the surrounding area. The economic impact of this development is likely to be significant in terms of spend and job creation all the way down the supply chain.*

*The applicant has been involved in lengthy pre-application discussion with TfL prior to the submission of the application. TfL's comments in regards to public transport and congestion are dealt with above.*

*Suitable conditions have been attached to deal with the construction phase of the development in order to minimise its impact on local residents.*

*Enderby wharf is not a preferred site for the Thames Tunnel and does not form part of the preferred route, but is however identified as part of the River Thames route as a 'previously considered site'. The applicant has made representation to Thames Water as part of the public consultation exercise currently being undertaken by Thames Water.*

*The Port of London Authority was consulted as part of the consultation process and raised no objection to the proposed cruise liner terminal.*

*The riverside walk will form a piece of the pedestrian route that runs alongside the River Thames and will therefore be the focus of the public realm. The river walk will be extended along the western boundary of the application site and widen around Enderby House from where a new east-west pedestrian route connects into the development and the neighbouring streets.*

*An error with the neighbouring consultation meant that 110 Christchurch Way did not receive a letter notifying them of the application. As soon as this was brought to the Council's attention, a letter was sent directly to the occupiers of this property.*

*The drawings have been amended to include the extension at no. 110 Christchurch Way*

*In terms of boundary treatment, it is normal practice to impose a condition requiring the details of all boundary treatment.*

*The information relating to the tenure of Block H was submitted as part of the original application. Block H will contain 6 affordable housing units, this remains unchanged.*

*The Council and the applicant have been working with no. 110 Christchurch way in order to address their concerns.*

*Noise levels produced by the ships will be controlled in conjunction with the operator. On the basis of the noise assessment carried out on a luxury cruise liner, the predicted daytime levels along the Tower Hamlets bankside would be between 5 to 8 db below existing average daytime noise levels. This means that the overall noise level combined with existing sources would be expected to increase by 1.0 to 1.5 db. This is not considered to constitute a significant increase, for example it is understood that a change in noise level of 3db is generally considered to be the smallest change in noise which is perceptible.*

*Suitable conditions have been attached in regards to plant noise. The specification of external plant to achieve levels 10db below existing background noise levels at noise sensitive locations near the site will ensure that the impact from any new plant noise is negligible.*

*When a ship sounds its horn or whistle whether at day or night, it is expected to be audible at both Enderby Wharf site and at the bankside of Tower Hamlets. However, this is not expected to be a regular occurrence and is already something which occurs with existing river traffic. Such river traffic is required to operate its horns/whistle in accordance with the River Bylaws 1978. It is therefore considered that this will have no more than a minor impact.*

*An artificial lighting impact assessment has been undertaken as part of the application and concludes that no significant impact to sensitive receptors and surrounding sensitive areas from artificial lighting have been identified as a result of the assessment undertaken. A condition requiring the details of the proposed lighting to be installed has been attached.*

*One letter from a local resident has raised the following concerns in regards to the Transport Statement:*

The proposal promotes a vehicular traffic route from Blackwall Lane to Banning Street and Christchurch way and vice-versa. This part of the proposal alone could have considerable impact on the amenities currently enjoyed by the existing residents in the streets immediately adjoining the site and those to the south west leading to Trafalgar Road. This link must surely be denied. The TA relies heavily upon public transport accessibility. However what is different with this TA is its reliance upon the Greenwich Water Transit (GWT), a high frequency bus based link between Abbey Wood and Greenwich Town Centre. This in itself is not strange as many other developments in the vicinity also relied upon this additional public transport service. Unfortunately GWT was cancelled by TfL in March 2009.

The TA states that PTAL is currently 3 which is deemed to be moderate. However the TA goes onto suggest that with the provision of Greenwich Thames Clipper Services and proposals for a local bus service in the back streets linking Greenwich Town Centre and the O2 will increase the PTAL to 4 or maybe even a 5.

However this is an error. River bus services are not included in PTAL calculations, GWT has been cancelled and proposal for a local bus service via Lassell Street, banning Street were so vehemently opposed during the Lovell's Wharf planning application that they were dropped.

It is also interesting that the TA does not mention any assistance the development would provide in improving the existing PTAL for the site. The PTAL will therefore remain at 3 (moderate) in the post development scenario.

The TA states the car parking provision for the whole development would be up to 726 which is a ratio of 0.94 per residential dwelling without taking into account the other large elements of development within the proposal.

Whilst it is understood the aims of restricting car parking provision within development proposals however the current parking levels are considered to be quite low and unless the strategy is backed up by restricting future residents from obtaining residents parking permits and the existing restrictions are applied for longer periods all that will result is increased on street car parking to the detriment of existing residents.

The London Plan advises developments should not adopt maximum standards set out in the annex on parking standards where appropriate taking into account of local circumstances and allowing for reduced car parking provision

in areas of good public transport accessibility. The proposal site is not an area of good public transport accessibility as the TA clearly states.

Struggling to visualise what 823 cycle parking spaces on the ground would look like.

The TA provides some information in respect of the likely travel generation from the proposals. The suggested operational traffic movements from the cruise liner terminal must be taken with a 'pinch of salt' and are most likely presented in a manner beneficial to the proposals.

The TA makes reference to the industry standard TRAVL database for the calculations of the trips associated with 'non-cruise terminal trips' the output of which is purported to be appended to the TA. The appendix containing the TRAVL data was not included in the TA.

Similarly no details provided for the surveys which JMP consultants suggest they carried out in May 2009 and September 2010.

In terms of the traffic data used in the TA, question whether the correct peak hour has been identified as experience of using the Blackwall Tunnel suggests otherwise.

*In regards to the concerns on the apparent traffic route from Blackwall Lane to Christchurch Way and Banning Street, this development will not provide a through route for vehicular traffic. If at such a time a future 'riverside' public transport route is provided, a control mechanism would be installed which would permit the use of the route by bus. Access to the development for vehicles will be from Blackwall Lane only. There is an existing controlled access for Alcatel traffic from Christchurch Way, The controlled access provision will be maintained and enhanced with the implementation of a barrier system under a planning condition to allow the continued use of this route by Alcatel only traffic.*

*Whilst not part of any future funding stream or current policy, the proposed layout has included a potential link from the site into the Lovell's Wharf development along Banning Street. This was requested by TfL a pre-application stage. The link to Banning Street would only be completed for vehicles at such time that a "riverside" public transport service was provided recognising the original proposal for the Greenwich Waterfront Transit, which the Lovell's Wharf scheme was designed to accommodate.*

*In terms of the PTAL calculation it has been agreed with TfL that the existing site has a PTAL of 3. Within the TA a number of different scenarios have been*

*presented to illustrate the impact on the site's PTAL score should a number of combinations of public transport proposals be brought forward. A key focus of this is the provision of the Thames Clipper service the development of which is high priority for the Mayor of London and TfL. It would be perverse not to include this in the PTAL calculation and it has been agreed with TfL that it should be considered in the same way as a rail service given the very high level of reliability the river service demonstrates. With this significant new public transport facility in place this will be a major benefit to the local community, as well as the proposed development. With the river service in place the site's PTAL score raises to 4.*

*In addition to the provision of the Thames Clipper link and at the request of TfL, the developer is making significant contributions to the upgrading of the bus stops on Blackwall Lane and Trafalgar Road.*

*The proposed parking levels are consistent with the relevant maximum parking standards, there will be a comprehensive car parking management agreement in place that will be a live documents managing the levels and use of car parking as phases of the development are brought on stream. Future residents will not be able to purchase on street residents parking permits.*

*There would be a travel plan in place, a key element of which would be car club parking with 25 spaces proposed in 4 or 5 locations within the basement car parks.*

*In terms of cycle parking the number of spaces is dictated by the standards set out in the London Plan. The main bulk of the cycle parking would be for residential elements of the scheme and these will be housed in large secure lockers in the basement car parks.*

*With regards to trip generation, the methodology used has been accepted by TfL.*

*At the request of TfL and the Council two standard industry programmes PICADY and TRANSYT have been used to model the Blackwall Lane/Site Access junction.*

*A number of amendments have been made in regards to the access layout. The modifications to the layout include widening of the site exit lane and removal of the bus gate on Blackwall Lane, the repositioning of the lay-by access road and the inclusion of box junction markings. The minor changes to the layout of the junction have not made a material effect on the way the junction operates. The junction continues to operate with sufficient space capacity.*

Comments in support of the application include:

- Greenwich is a developing inner city Borough which needs investment and renewal. The scheme affords an opportunity to improve the environment and for the borough to have significant development. This will enhance the immediate area in short term and improve visitors, tourists and local residents and encourage higher levels of tourist traffic and spend.
- The construction of 'tidal gardens' sounds like a good idea.
- It is a good thing that the housing blocks have been kept to a reasonable height. Towers cast a dismal gloom over the surrounding area. As it is the blocks present a rather dull faces and larger spaces between them would be advantageous.
- The retention and restoration of Enderby house is wholly commendable.

Local Residents have made the following suggestions:

- Publication of a construction programme for each element of the scheme prior to the commencement of construction on site.
- Installation of noise and air quality monitors at Cubitt Wharf or somewhere on the Isle of Dogs to measure the effects of construction and cruise ship operation.
- Publication of a full schedule of visiting ships throughout the year.
- A single point of contact for concerned residents and a documented escalation route in the event of a problem.

## 9. Considerations:

9.1 The planning application has been accompanied by an Environmental Statement. The Environmental Statement (ES) assess the environmental effects that are likely to arise from the proposed development and mitigation measures in accordance with the Environmental Impact Assessment Regulations 1999. A non-technical summary of the ES also accompanies the application.

9.2 The ES has been assessed and consulted upon. It is considered to contain sufficient environmental information to enable determination of the planning application. A proper assessment of the development proposals has been undertaken within the ES.



- 9.3 The ES provides a full account of the development proposed in the planning application and the likely effects on the environment including measures to mitigate any environmental effects. This section of the report reviews the assessment and mitigation required in respect of the proposed development.
- 9.4 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.
- 9.6 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. It also sets out the content of an s106 Legal Agreement that secures a range of community benefits from the scheme.
- 9.7 When considering the most beneficial development for this site it is necessary to judge it in the context of all relevant planning policies and the overall aims and objectives of regeneration. National policies broadly aim to encourage new and appropriate development, protect enhance and revitalise town centres, reduce dependence upon the private car and maximise development and access to facilities in locations where public transport accessibility is high.
- 9.8 This particular site is very important due to its riverside location, proximity to the East Greenwich Conservation Area and Maritime Greenwich World Heritage Site.
- 9.10 Strategic policy as contained in the London Plan highlights the importance of achieving new buildings that do not turn their backs on the river, are of outstanding quality and open up the riverfront to the public.

## 10. Land Use

- 10.1 The site lies within the Greenwich Peninsula West Strategic Industrial Location (SIL) identified in the adopted London Plan and Defined Industrial Area in the 2006 Greenwich Unitary Development Plan.
- 10.2 The London Plan identifies Strategic Industrial Locations throughout London and it is stated that this framework is intended to reconcile the demand for, and supply of, productive land in London. Strategic Industrial Locations include two types of areas, Industrial Business Parks (IBP) for businesses

requiring a high quality environment, and Preferred Industrial Locations (PIL) for businesses with less demanding requirements.

- 10.3 The site at Enderby Wharf is located within the Greenwich Peninsula West PIL. The site designation in the adopted UDP as is designated as Defined Industrial Area safeguards sites for activities within use class B1, B2 and B8. The proposal for a mixed use scheme including the cruise liner terminal is therefore a departure from the Plan. Exceptional circumstances are therefore required in order to justify the site's release from its designation.
- 10.4 Policy 3B.4 of the 2008 London Plan sets out guidance for the management of SIL and identifies the potential for surplus industrial land to help in meeting strategic and local requirements for a mix of other uses such as housing and social infrastructure.
- 10.5 The Borough of Greenwich is classified in the London Plan Industrial Capacity Supplementary Planning Guidance (SPG) as lying within the 'limited' category for industrial release with an indicative benchmark of 15 hectares for the period 2006-2026. Boroughs are required to, taking into account of local variations and demand, "manage and where possible, reconfigure their portfolios of industrial land and premises". The London Plan in line with Government Guidance set out in the Sustainable Communities Plan (2003) priorities the release of surplus industrial land to meet the increasing need for new homes, where this would not lead to a strategic imbalance between supply and demand for industrial uses.
- 10.6 It has been highlighted by the GLA that a total of 14.4 hectares of industrial land has already been released in Greenwich 2006-2010. The proposal at Enderby Wharf (3.6 hectares) would therefore increase the level of release Greenwich to 18 hectares, marginally above the 20 year benchmark.
- 10.7 In the wider South East sub-region consisting of the boroughs of Bexley, Bromley, Lewisham, Southwark and Greenwich a total of 53.8 hectares has been released over the period of 2006-2010. This is within the 146 hectares, 2006-2026 benchmark for industrial land release in the sub-region. However, the GLA point out that there are already emerging proposals in other boroughs LDF's within the sub-region for a further 97 hectares of industrial land release (not including Greenwich) over the planning period which, when added to the 53.8 hectares already released, would exceed the sub-regional benchmark by about 5 hectares.

- 10.8 As part of the application submission, the applicant has submitted an Economic and Property Study which aims to examine the employment patterns and the supply and demand position for industrial capacity in Greenwich. The study found that there is likely to be a further decline in the demand for industrial property in Greenwich and in particular the area surrounding Enderby Wharf. It also found that there are 35 hectares of vacant industrial land in Greenwich and when this is added to the current available property results in at least a 13 year supply of industrial property in Greenwich.
- 10.9 The release of Enderby Wharf is not considered to have a material impact upon the supply and demand for industrial property in the study area.
- 10.10 In accordance with the Planning and Compulsory Purchase Act (2004), the UDP is being replaced with the Local Development Framework (LDF). The Draft Core Strategy sets out a number of strategic objectives for the borough, including reducing levels of worklessness, improving skills, encouraging a prosperous economy and creating sustainable jobs within the borough, and making the most efficient use of land. Policy E3 in the Draft Core Strategy identifies Greenwich Peninsula West Greenwich as a Strategic Development Location where a new urban quarter will be created. This will involve the release of industrial land.
- 10.11 The Draft Core Strategy identifies the Greenwich Peninsula, which includes Enderby Wharf, as the focus for the majority of development in the borough. The Draft Core Strategy seeks to release Enderby Wharf for redevelopment. A key element of the borough's spatial strategy for the Greenwich Peninsula West Strategic Development Location includes the delivery of a cruise liner terminal at Enderby Wharf. Policy EA5 in the draft Core Strategy support Enderby Wharf as a suitable location for the cruise liner terminal.
- 10.12 The Greenwich Peninsula area is identified as an Opportunity Area within both the 2008 and Draft Replacement Plans. Policy 5D.2 of the 2008 London Plan states that, taking account of other policies, development within the Opportunity Area will be expected to maximise residential and non-residential densities and contain a mix of uses. The Greenwich Peninsula and Charlton Riverside West Opportunity Area, which includes the site at Enderby Wharf, has an indicative employment capacity of 7,500 additional jobs between 2001 and 2016, and sets a minimum housing provision over the same period of 15,000.

10.13 The eastern area of the Alcatel Site will remain in industrial use and will be consolidated to ensure the retention of 250 jobs. This support the overall aim of Policy J1 in the UDP which is to ensure that there is sufficient land available for industrial and commercial requirements. Furthermore, the scheme will create an additional 178 jobs through the construction and a further 365 full time jobs once operational. This important contribution to the Borough's economy is a material consideration.

## 11 Cruise Liner Terminal:

- 11.1 In 2009, the London Waterways Commission commissioned, via the London Development Agency (LDA) and the GLA, with the support of the Port of London Authority (PLA), a report that considered the economic need for a cruise liner terminal to serve London together with an assessment of potential sites. This report was published in June 2009 and identified London as a marquee destination (a must-see).
- 11.2 The report concluded that the lack of a purpose built cruise liner facility represented a significant missed economic opportunity. Whilst the global passenger numbers are expected to increase by 80% up to 2020, cruise passengers visiting Central London were declining.
- 11.3 The report concluded that the existing cruise facilities “do not reflect well on London as a global city and international tourism destination”.
- 11.4 The report considered 11 potential sites for a new cruise terminal for London. Having considered each site, the report identified three suitable locations, Enderby Wharf, Delta Wharf and the Royal Docks. Enderby Wharf is considered the most viable and implementable scheme due to its existing and self scouring deep water, relatively close proximity to central London and the proximity of the Maritime Greenwich World Heritage Site as an additional draw/setting.
- 11.5 There are no specific policies on cruise liner terminals within the 2006 Unitary Development Plan. The principle of a cruise liner and a mixed use development is supported by UDP policies ST1 and ST2 which will support and promote the provision of tourism facilities. Policy T3 encourages diversification and a range of tourist facilities. A cruise Liner terminal would offer the opportunity to diversify the tourism offer not only for Greenwich but for London as a whole. The site falls within the Waterfront Area as shown on Map 12 in the UDP. Policy SW1 seeks to bring about the

regeneration of the whole area and realise its economic, social, environmental, cultural and recreational potential.

- 11.6 The Draft Replacement London Plan indicates the importance of extending the benefits of tourism across the capital and reducing pressures on Central London. The Draft Replacement Plan refers to exploring the option of a cruise liner terminal in the Greenwich Peninsula Opportunity Area. Policy 7.25 states that the Mayor will seek to increase the use of the Blue Ribbon Network for passengers and tourist river services, and support the principal of addition cruise liner facilities on the Thames. Development proposal which provide improved facilities for cruise ships in London will be supported.
- 11.7 At present, there are no other known current proposals for a cruise facility in London. It is the applicant's intention to deliver the cruise liner terminal and pier in time for 2012 London Olympic and Paralympic Games bringing a major piece of new infrastructure to London. An independent audit on the construction programme for the cruise liner terminal was carried out at the Council's request to ensure that the timescale were realistic for delivery in time for the 2012 London Olympic Games. The audit concluded that the construction programme was realistic and achievable. The cruise liner terminal and pier will be the first phase of the development to be delivered and this will be secured through the section 106.
- 11.8 The release of Defined Industrial Area would not normally be permitted, however, the unique opportunity to provide a cruise liner terminal and mixed use development and the employment opportunities this will provide (both retained and new jobs) creates an exceptional circumstance.

## 12. Hotel

- 12.1 The scheme proposes to provide a 251 bedroom hotel on the northern boundary of the site. The hotel will include conference facilities and a restaurant for use by hotel guests.
- 12.2 Policy 3D.7 of the London Plan outlines the Mayor's Tourism Vision to achieve 40,000 net additional hotel bedrooms by 2026 identifying beyond the Central Activities Zone (CAZ) capacity for new visitors facilities in town centres and other locations such as Opportunity Areas. Policy 4.5 of the Draft Replacement Plan states that boroughs should support London's visitor economy by seeking to achieve 40,000 net additional hotel bedrooms by 2031.

- 12.3 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.
- 12.4 A lack of quality hotel bed spaces 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. The policies of the UDP welcome tourism in appropriate locations and support the provision of hotels in light of the general shortage of hotel space in a borough which has many high profile tourist attractions. The Council seeks to attract new hotels, in order to assist the local economy and increase the number and variety of jobs available locally.
- 12.5 The proposed 251 room hotel will contribute to the provision of hotel accommodation in an Opportunity Area. The hotel is intended to support the function of the proposed cruise liner terminal by providing accommodation for visitors using the cruise facilities either before or after their main cruise journey as well as providing accommodation for other visitors to the surrounding area.
- 12.6 In terms of approvals and resolutions to approve there have been 1,330 hotel rooms approved in the Borough since 2007. The addition of this 251 room hotel would bring the total to 1,677 rooms. The proposed hotel would contribute to the identified need.

### 13. Housing

- 13.1 UDP policy aims to ensure that new developments achieve a balanced and mixed community to meet the varying needs of households by providing a suitable range of dwellings by type, size, and affordability.
- 13.2 The residential mix is as follows:

			<b>Social Rented</b>	<b>Intermediate</b>	<b>Private Sale</b>
Unit Size	Total	%	Units	Units	Units
Studio	49	6%	0	0	49
1 bed	239	31%	18	10	211
2 bed	278	36%	28	18	232
3 bed	154	20%	27	16	111
4 bed	37	5%	25	1	11
5 bed	9	1%	6	1	2
6 bed	4	1%	4	0	0
<b>Total</b>	<b>770</b>	<b>100</b>	<b>108</b>	<b>46</b>	<b>616</b>

- 13.3 The application will provide a total of 154 (20%) affordable housing units 70:30 in favour of social rented. 35% of the total residential floorspace will be for family accommodation (3+ bed accommodation). The affordable rental units will be located in Blocks D, G, F and H and the intermediate units will be located in Blocks A, B, C, D, E, F, G.
- 13.4 London Plan policy 3A.5 requires new development to offer a range of housing choices in terms of the mix of housing sizes and types, taking into account the housing requirements of different groups.
- 13.5 London plan policy 3A.10 required Borough Councils to seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mix-use schemes. In doing so each Council should have regard to its own overall target for the amount of affordable housing provision. Policy 3A.9 states that such target should be based in an assessment of regional and local housing need and a realistic assessment of supply, and should take into account of the London Plan strategic target that 35% of housing should be social and 15% intermediate provision, and of the promotion of mixed and balanced communities. In addition, Policy 3A.10 encourages councils to have a regard to the need to encourage rather than restrain residential development, and to the individual circumstances of the site. Targets should be applied flexibly, taking account of individual site costs, the availability of public subsidy and other scheme requirements.
- 13.6 Policy H14 states that housing and mixed use development with 15 or more units or residential sites of 0.5 hectare or more are expected to provide a significant element of affordable dwellings on site. The UDP affordable housing policy states that the precise percentage distribution and type of affordable housing will be determined by the circumstances and characteristic of the site and development, the economic provision, other planning

objectives and the need for affordable housing. UDP policy has a presumption in favour of on-site affordable housing provision where it is viable to do so.

- 13.7 The applicants have submitted a financial viability assessment which outlined the proposed affordable housing quantum and mix. The applicants have calculated (using the GLA Toolkit) the level of affordable housing the scheme will sustain in the absence of social housing grant at 20% affordable housing by units. The Council's independent financial assessor has been consulted in this regard and was in agreement with the findings of the financial viability assessment. If grant funding becomes available this figure would increase to 29% on-site provision.
- 13.8 The applicant has also proposed a financial contribution towards off-site affordable housing which will provide up to an additional 63 units.
- 13.9 Off-site provision is acceptable in exceptional circumstances. In this instance, the proposed on-site and off-site provision of affordable housing is considered to deliver the best value in terms of mixed and balanced communities given the particulars of the development.

#### 14 Density:

- 14.1 Policy 3A.3 of the London Plan states that the Mayor will, and boroughs should ensure that development proposals achieve the maximum intensity of use compatible with local context. London Plan policy 3A.3 states that on urban sites with a public transport accessibility level (PTAL) of between 4 and 6, a density of up to 700 habitable rooms per hectare would be considered acceptable.
- 14.2 The density of the scheme is 779 HRH. The density for the scheme is marginally above the guideline figure in the London Plan and above the range set out in Policy H8/H9 of the Unitary Development Plan. In which case, exceptional circumstances are required to justify the density level.
- 14.3 In considering housing developments, UDP policy priorities are to provide a high quality environment, make the best use of land and have regard to the location and characteristics of the site and surrounding area. 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.



- 14.4 The application site currently has a moderate PTAL rating of 3 (on a scale of 1 – 6 where 1 is poor and 6 is high). However, the PTAL rating is considered to increase to 4 following the inclusion of the Thames Clipper stop.
- 14.5 Typically excessively high density schemes may have an unacceptable impact in the following areas:
- Access to sunlight and daylight;
  - Lack of open space and amenity space;
  - Increased sense of enclosure;
  - Loss of outlook;
  - Increased traffic generation; and
  - Impacts on social and physical infrastructure.
- 14.6 It is considered that this level of density is appropriate on this site due to:
1. It is a location within the Greenwich Peninsula Opportunity Area and part of the Thames Gateway as identified in the London Plan where policy is to maximise the potential for new housing.
  2. The design of the scheme is considered to be of high order raising the overall quality of new development within the Borough.
  3. The scheme will give rise to significant environmental benefits both physical and social some secured by funding via the s106 Legal Agreement.
  4. Public transport accessibility will be enhanced by the provision of the Thames Clipper. This approach is supported by paragraph 6.7 of The London Plan Supplementary Planning Guidance “Housing” which states that both current and future potential public transport accessibility and the existing characteristics of sites must be taken into consideration.
  5. Pedestrian and cycle facilities will be provided on site, which will enable greater use of sustainable transport modes and,
  6. The proposal does not result in any of the common symptoms of overdevelopment, i.e., inappropriate height, bulk and massing, excessive site coverage, undersized flats and open space, or significant amenity impacts to surrounding properties,

- 14.7 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.
- 14.8 The proposed development therefore responds to UDP July 2006 policies M32 and M33. The design is considered to be of high quality making best use of this prominent site and will deliver significant levels of new open space. The scheme will also offer additional regeneration benefits for the area. A section 106 legal agreement will need to be entered into to achieve necessary community benefits so as to enhance the quality of community provision in the local area. These elements justify the density level and accord with UDP July 2006 policy.

## 15. Commercial

- 15.1 The site is within a Defined Industrial Area, where BI floorspace is considered particularly suitable. The proposed development seeks to include the provision of 594 square metres of 'start up' business accommodation. The proposed floorspace will be of high quality and will provide flexible space for small and medium sized enterprises. It is intended to be operated by the Greenwich Enterprise Partnership (GEP) and discussions have taken place between the GEP and the applicant prior to the submission of the application. These discussions resulted in the proposed business space being located close to the international cruise terminal, the public square and the refurbished Enderby House whilst fronting onto the new street adjacent to the hotel and skills academy. The intention is to provide GEP with flexible start-up business accommodation in the heart of the Enderby Wharf development utilising the model deployed successfully elsewhere in the borough.
- 15.2 Given the nature of the proposals for the cruise liner terminal, and other proposed uses that will seek to support this, it is considered that the provision of employment floorspace will further add to the mix of uses on site, in accordance with PPS1. The proposal will also accord with policy guidance set out in the London Plan, which seeks to increase and enhance the quality and flexibility of London's office market.

## 16. Skills Academy

- 16.1 The skills academy will front onto the new street linking the international cruise terminal, the hotel and Enderby House to the Blackwall Lane Boulevard within the commercial zone of the Enderby Wharf proposals. The design of the proposals incorporates a dedicated entrance to the academy which will enable a distinct address and destination to be created. The internal space has been designed to create flexible multi-purpose accommodation within a highly accessible location close to existing bus stops and the new river bus service.
- 16.2 The skills academy is targeted at the 16 to 21 year old age group and seeks to build on the close proximity of the hotel and cruise terminal in relation to training opportunities. It is the intention to operate the skills academy alongside existing and future training programmes being promoted by the London Borough of Greenwich and other appropriate providers. The cruise and hotel industries provide a wide range of employment opportunities ranging from administrative and operational roles to senior and middle management. The objective is to secure a working partnership with both the hotel group and cruise terminal management company to provide a co-ordinated series of skills and training courses which are targeted at hotel, catering and business management employment opportunities. In parallel, it is the intention to work closely with the Council to build on the success of existing programmes, and training partnerships and initiatives both on the Peninsula and within the borough as a whole.
- 16.3 Working with the Economic Development team of the Borough Council, it is envisaged that the applicant will secure the appointment of a training provider with a clear mandate to promote skills and training opportunities. The scope of this appointment is to be secured within the accompanying Section 106 Agreement.
- 16.4 UDP Policy J14 supports the establishment of training centres, training workshops and other training provision to development the skills of the borough workforce. The provision of a skills academy to deliver education and training facilities as part of the Enderby Wharf redevelopment proposals will accord with national, regional and local planning policy. The delivery of a skills academy will meet an identified need and broadening access to education, advice and training services.

## 17. Enderby House

17.1 Policy D18 states that there will be a presumption in favour of the preservation of Listed Buildings and that Listed Building Consent will only be granted for the demolition or partial demolition in exceptional circumstances, and will be assessed against the following criteria:

- The condition of the building and the cost of repairs to its importance
- The adequacy of efforts made to return the building in use and
- The merits of alternative proposal for the site

17.2 In addition, policy D19 states that external and internal alterations or additions to listed buildings should respect the integrity of the buildings, and harmonise with their special architectural or historic character.

17.3 Enderby House has been heavily altered both internally and externally. As part of the wider proposals for the redevelopment of the Enderby Wharf site, Enderby House, is to be retained, refurbished and extended.

17.4 The refurbishment of Enderby House will involve the following works:

- a) removal of the 1970's linked walkway and link building;
- b) existing windows opening to be enlarged to create new door openings to the proposed extension;
- c) Removal of non-original partition walls;
- d) Insertion of new partition wall;

17.5 As part of the proposal, the application proposes an extension to the grade II listed building. The proposed extension will be of a similar scale and proportion to the existing Enderby House. The proposed extension will be connected to the listed building by a light weight glazed atrium. The extension will create a new double height entrance lobby to the rear of the building to include service access, lifts and stairs. This allows the preservation of first floor arrangement of Enderby House and the building's fabric. The part of the new extension which will be located to the 'side' of Enderby House will be a storey lower than the listed building. The extension will be set back significantly from the front of Enderby House by approximately 11 metres increasing to 14 metres, giving the extension a subservient appearance.

17.6 The redevelopment scheme has evolved to give Enderby House greater presence on the site compared to the existing situation. The building will form a focal point within the new development and will be set in a generous

landscape setting. The proposed landscaping around the building will also allow greater visibility from the river and riverside walk. This is considered to significantly improve under the current proposals.

17.7 It is the intention for Enderby House to be used as a restaurant/café with accompanying exhibition space and tourist and interpretation centre (Use Classes A1, A3, A4, B1, D1, and D2). The inclusion of the community uses is considered to be a welcomed addition. The small amount of retail floor space (A1, A3, and A4 uses) is not considered to undermine the viability or vitality of either Greenwich Town Centre or East Greenwich District Centre.

## 18 Design

18.1 Good design is central to all objectives of the London plan and is specifically promoted by the policies contained within Chapter 4B. London Plan Policy 4B.1 sets out a series of overarching design principles for development in London. Other design policies in Chapter 4B and elsewhere in the London Plan include specific design requirement relating to tall and large-scale buildings, built heritage, views and the Blue Ribbon Network amongst other matters. Chapter 7 of the draft London replacement London plan sets out design related policies.

18.2 The London Plan is clear that the starting point for design on locations such as this is the water and the relationship between this and the site. In this case, the site has a long history of association with the River Thames having been a working wharf with long maritime connections.

18.3 The design for the development is contemporary in nature. The overarching concept for the materiality of these buildings is one of the materials getting lighter in colour and tone across the north edge of the site moving towards the river distinguishing between the 'riverside' and the 'landside'.

18.4 The scale and massing across the site is well considered and would both integrate with that of existing and emerging development to the south and east and present buildings of a scale appropriate with the river at this point. The proposed heights are considered to work well with the layout. The decision to develop and integrate a series of medium rise rather than taller tower structures is supported in this location.

18.5 The proposal would create a generous riverside space incorporating Enderby House. The treatment of Enderby House is considered in detail above

however, in summary the proposed works are considered to be appropriate and would be successful in creating a pavilion and focal point on the waterfront.

18.6 The landscape appears to be of high quality design and the general orientation of landscape areas toward the south-west will help ensure the areas are successful and well used.

18.7 The design approach is consistent with Policy D1, D27 and W2 of the 2006 Unitary Development Plan.

19. Safeguarded Wharves:

19.1 The application site is located adjacent the Tunnel Glucose site, a safeguarded wharf. The London Mayor promotes the reuse of safeguarded wharves. Policy 4C.9 states that “development next to or opposite safeguarded wharves should be designed to minimise the potential conflicts for use and disturbance. The safeguarded wharf is not currently in use; however, the site is expected to come back into wharf cargo handling use. The proposal is required to demonstrate that the development will not have an adverse impact on the safeguarded wharf.

19.2 The applicant has been able to provide indicative drawings to demonstrate how a new jetty could be provided within the boundary of the safeguarded wharf with the cruise liner facility in place at Enderby Wharf. The drawings demonstrate that navigationally, the viability of the wharf would not be detrimentally affected by the proposed cruise terminal.

19.3 As a safeguarded wharf, this site is expected to come back into wharf cargo handling use and therefore it is necessary to consider the potential noise impacts on the application site from any reactivation of Tunnel Glucose site.

19.4 The proposal has utilised the layout and use of the site in order to try to design away any potential conflicts. This can be seen through the proposed siting of the terminal and hotel buildings along the boundary of the site with the safeguarded wharf. The northern facades of these buildings would be solid and sealed.

- 19.5 A residential block (Block A) is proposed along the northern façade. The applicant has identified design and acoustic measures that will be incorporated into the northern and western facades of this block to achieve a ‘good standard’ in line with the requirement of BS8233. The measures include:
- Solid acoustically insulated panels to the northern façade with no windows;
  - “winter gardens” balconies to form an acoustic buffer zone on the western façade. These will be incorporate solid fins to ensure there is no direct line of sight between balconies and the safeguarded wharf as well as external operable louvered screens, which close off the balconies and
  - “whole house” ventilation systems incorporating acoustic attenuators to each dwelling to avoid window opening or façade trickle ventilators for air.
- 19.6 The proposed building and acoustic measures will meet the noise standards of BS8233 and will not limit the use of the safeguarded wharf.
- 19.7 In regards to the visual space between Block A and the hotel, it is proposed to erect a green wall with accompanying landscaping, including trees. This is intended to be a semi-permanent structure which could be removed in the future to enable a north-south link to be created if circumstances allow. It is anticipated that the precise detail of this structure and associated planting will be secured through condition.
- 19.8 The applicant has considered the previous turnover of cargo at the Tunnel Glucose site and the fact that the wharf falls within an Air Quality Management Area (AQMA). As a result, any reactivation of the wharf would be subject to the requirements of the AQMA.
- 19.9 Any reactivation of the safeguarded wharf would result in large areas of the wharf being lit, however the design of the northern boundary is considered to provide an effective barrier to potential light penetration. In addition, various elements of the application site will be lit including the terminal and hotel and as such the applicant considers ‘the potential for light to emanate from the safeguarded wharf above the levels within the application site not considered likely’.
- 19.10 It is stated that lights that produce glare that could interfere with navigation will not be fitted. A condition is proposed requiring the details of all external lighting to be submitted and approved by the Local Planning Authority.

19.11 As part of the consultation process, the Port of London was consulted in regard to the application. The PLA assessed the proposed development and concluded that the technical issues relating to the site location next to the safeguarded wharf have been identified and mitigation measures were proposed. As such the PLA had no objection to the proposal.

## 20. Local Views:

20.1 The application site is within the viewing corridor of the Docklands Panorama from the Wolfe Monument. The focus of the view is the relationship between the Royal Naval College World Heritage Site in the middle distance and the Canary Wharf cluster beyond. Policy D26 highlights the need for care when dealing with applications for high buildings.

20.2 The visual impact assessment provided as part of the application submission demonstrates that the overall visual impact of the development on the protected panorama will be minimal.

## 21. Public Realm

21.1 Policies O16 and O21 highlight the importance of ensuring that river frontage sites are developed to secure full public access to the river and achieve their full recreational potential.

21.2 The site offers tremendous river panoramas west towards the centre of London and also south to the Greenwich World Heritage Site and North West to Canary Wharf. The riverside walk will form a piece of the pedestrian route that runs alongside the River Thames and will therefore be the focus of the public realm. The river walk will be extended along the western boundary of the application site and widen around Enderby House from where a new east-west pedestrian route connects into the development and the neighbouring streets.

21.3 There are two east west routes proposed as part of the scheme which will provide a connection to the River Thames. The northern route is located between the residential units and the hotel and cruise terminal. The second route runs the southern boundary of the site. Each route has been designed as a landscaped link with a gentle (1:21) gradient to reach each podium level. Along with the length of the routes there are regular landings. The podium



landscape has been designed to cross the routes to tie the site together. This is articulated through the forms of planting and the design of the paving.

- 21.4 Level access to Lovell's Wharf, located directly to the south of the site is via the podium level of the Enderby Wharf development. This provides direct access between the sites, improving pedestrian permeability through this area.
- 21.5 Detailed discussions with the Environment Agency have resulted in significant ecological enhancements and new public realm throughout the development, which have high levels of public permeability.

## 22. Landscaping

22.1 The landscape design at Enderby Wharf offers a variety of spaces for use by both the residents and visitors. A number of character areas have been identified and include:

1. Landscape Courtyards and Frontages
2. Hotel and Terminal Arrival Square
3. Riverside walk
4. Enderby House
5. East West Access (North and South)
6. Tidal gardens

22.2 The principal aim of the landscape design is to:

- Create an attractive and comfortable environment for people to use and enjoy;
- Establish an identity for the area and to link the site to its context;
- Ensure that the proposals are designed to afford access and enjoyment for everyone, safely and without prejudice
- Create new, high quality public spaces and establish new public connections and routes
- Create a landscape that responds to the varying user types and character areas; and
- Promote sustainable development policies.

22.3 Private gardens alongside ground floor and podium level units to provide some private amenity space and a defensible space and residential courtyards will provide areas of shared amenity space for residents.

- 22.4 The landscape of the arrival square has been designed to create an attractive space that is welcoming for visitors to the cruise terminal and to the hotel. The Cruise Liner Arrival Square will be a hub of activity on the days of embarkment and disembarkment. The square will contain high quality materials to reinforce the sense of arrival.
- 22.5 The riverside walk (as mentioned above) will form a piece of pedestrian route that runs alongside the river Thames. The proposal will increase the width of that route that is currently along the river edge location. Along with the back of the path, soft landscaping will form an attractive buffer against the podium edge.
- 22.6 The east west routes (as mentioned above) proposed as part of the scheme will provide a connection to the River Thames; the northern route is located between the residential units, the hotel and the cruise liner terminal. The second route runs along the southern boundary of the site.
- 22.7 The objective of the tidal gardens is to:
- Mitigate the impact of the proposed jetty structure
  - Enhance the natural habitats and ecology, create sustainable breeding areas for Flat fish and
  - Provide the opportunity for improved public access and educational potential.
- 22.8 The design of the gardens has been developed with reference to precedent sites along the River Thames and in conversation with the Environment Agency.
- 22.9 The planting strategy for the gardens will be based on a number of key objectives:
- Provide a network of trees and green spaces throughout the site
  - Enhance wildlife habitats in this urban area
  - Promote sustainable planting and
  - Improve local biodiversity.
- 22.10 Green roofs are proposed on the higher roofs of the hotel and Blocks A, D and G. Biodiverse roofs are proposed on the lower roofs of Blocks B, C, D and F.

22.11 Full details of the all the proposed landscaping and green/brown roofs have been secured through the use of planning conditions

### 23. Playspace

23.1 Policy H11 and H12 of the UDP requires that new developments should include adequate provision of amenity space, and they should not increase pressure on existing open space area and playgrounds.

23.2 The provision of playspace within the development is particularly important as there is relatively little provision in nearby areas. The planning statement sets out that the development is expected to yield 380 children consisting of:

Age Group	No. of children	SPG requirement sq.m	Proposed
0-4 years	133	1330 sq.m	1558 sq.m
5-10 years	120	1200 sq.m	1813 sq.m
11-15 years	127	1270 sq.m	1282 sq.m
Total	380	3800 sq.m	4653 sq.m

23.1 The scheme will exceed the Mayor's targets of 10 square metres per child.

### 24. Transport

24.1 UDP policy aims at promoting the improvement and use of public transport/non-car modes and less reliance on the private car. However, other UDP policies highlight the need to provide adequate car parking facilities that are both accessible and safe. A balance must be reached to ensure that visitors are not encouraged to use the car rather than public transport.

24.2 The site is considered to have a moderate level of accessibility with a Public Transport Accessibility Level (PTAL) of 3, out of a range of 1 to 6 where 6 is excellent. The site is served by eight daytime and 1 night bus route. The nearest mainline rail station is Maze Hill approximately 900 metres from the site. North Greenwich Station is approximately 1.4km (23 minute walk) and DLR approximately 1.1km.

## **Access/Parking**

- 24.3 The principal access into the development is from a new boulevard entrance onto Blackwall Lane via a new priority junction. This access will be the only access point to the proposed development site.
- 24.4 Currently vehicle access is permitted for Alcatel traffic via Christchurch Way. Access from Christchurch Way will need to be retained for the Alcatel site. A controlled barrier will be installed to ensure that general traffic do not use this route.
- 24.5 In addition, whilst not part of any future funding stream or current policy, the proposed layout has included a potential link from the site into the Lovell's Wharf development along Banning Street. This was requested by TfL a pre-application stage. The link to Banning Street would only be completed for vehicles at such time that a "riverside" public transport service was provided recognising the original proposal for the Greenwich Waterfront Transit, which the Lovell's Wharf scheme was designed to accommodate. Again general vehicles will be prohibited from using this route through a barrier controlled mechanism to limit access to public transport only.
- 24.6 Full details of the proposed barrier control/management of both the Christchurch Way and Banning Street link will be secured through condition/s 106.
- 24.7 Pedestrians can enter the development along Christchurch Way and Banning Street or from the river walk which will provide a connection to the new Thames Clipper stop. The proposed new boulevard is also the pedestrian route to the bus stops on Blackwall Lane.

### **Parking:**

- 24.8 The site falls within the East Greenwich CPZ, which operates 7 days a week between 9am and 6.30pm. The zone is heavily subscribed as there is great demand for on-street parking in the area.
- 24.9 A total of 726 car parking spaces are to be provided in two decks of car parking below the residential element of the development (Blocks B-G) and three decks below Block A and the hotel.

24.10 The proposed car parking provision is shown in the table below:

	Proposed Number of Spaces
Terminal	15
Residential	545
Hotel	126
Skills Academy	6
Office	6
Crèche	3
Gym	0
Car Club	25
<b>Total</b>	<b>726</b>

24.11 For the residential element there is a ratio of 0.71 spaces per unit. This level is in line with both the Council and Government restraints based standards. Although the Council does not have parking standards for all of the other uses, from available databases, the level of parking is considered to be acceptable.

24.12 TfL have raised concerns regarding the level of parking proposed by the Hotel, given the site's location and PTAL rating and with a good car park management plan in place, this level is considered to be acceptable.

24.13 Given the shortfall in parking provision to the number of units, if future occupiers applied for parking permits to park in the CPZ, this would significantly affect parking availability locally. The Developer will therefore be required to undertake a legal agreement preventing future end users from being able to apply for permits and informing any future resident of the restrictions as part of the condition of sale.. A requirement will also be placed on the developer to pay to alter the traffic order exempting all future users from being eligible for parking permits.

### Cycling

24.14 As part of the proposal secure cycle parking will be provided within the site. A total of 823 cycle spaces are to be provided. The main bulk of the cycle parking would be for the residential element of the scheme. Full details of the cycle provision are secured through a planning condition.

## Thames Clipper

24.15 As part of the development, it is proposed that a Thames Clipper station is provided at Enderby Wharf. The pier will have a double berth facility, allowing the docking for both the cruise liner terminal and the mooring of two high speed Clipper vessels at any one time. River Services are not normally included within the TfL PTAL methodology. However, with the agreement of TfL, this has been included in the PTAL calculations and should be considered in the same way as a rail service; given the high level of reliability the river service demonstrates. With the river service in place the sites PTAL score raises to 4 which could be described as having a good level of accessibility via public transport.

### **Trip Generation:**

24.16 The applicant's traffic consultant has provided a report detailing the expected trips. Base travel flows have been derived from surveys and incorporate several major committed developments.

24.17 There is little data on the Cruise ship operation; the majority of Cruises are sold as packages including flights and coach transfers from airports. Less than a third of travellers will travel to the site independently using a mix of private hire cars and taxis.

24.18 Servicing of the ship usually takes place after the majority of passengers have left and before the majority arrive, usually between 10am and 2pm. Servicing requirements during Transit and Turnaround visits are relatively low and generally consist of fresh produce, flowers and engineers stores. The ship will be visiting the next port within 48 hours which limits the amount of stores the ship will need to take on board. It is unlikely that there will be more than four vehicles servicing each ship and these will typically be extended transit vans with the occasional HGV.

24.19 The ratio of crew to passengers is around 1:2 and therefore there would be approximately 700 crew on a ship with 1,500 passengers. Crew on board ship have a turn of duty which lasts a number of months and therefore the change over at any one port is very low. Time in port is also a very busy time and the majority of crew are required on board for the duration of the visit. About 5% of crew will leave the boat during its stay in London.

- 24.20 The embarkation/disembarkation process occurs over a period of time in the region of 4 hours for turnaround cruise ships.
- 24.21 The TA states that there will be up to 63 trips generated in and 63 trips generated out by the cruise element of the site during a one hour peak period.
- 24.22 In comparison to a turnaround ship the impact on the local highway from a transit ship will be significantly less, as 30% of passengers will join organised transit tours and the remaining 70% of passengers making their own arrangements. Assuming an 80% occupancy rate per bus, this would amount to 13 buses being required on site and therefore 26 two-way bus trips.
- 24.23 The passengers making their own arrangements are likely to use a variety of modes of transport. The most likely of these will be walking into Greenwich historic town centre or taking the Thames Clipper into central London.
- 24.24 The TA states that the vehicle trips in the morning peak hour would normally be approximately 43 vehicles in and 109 out. In the evening there would be 59 vehicles in and 40 out. When there is a ship in dock, this would generate an additional 97 vehicles arriving in the morning peak and 105 out. In the evening there could be 110 vehicles in and 99 out.
- 24.25 The modelling used in the TA has demonstrated that the junction of Blackwall Lane and Trafalgar Road will operate sufficiently.

#### Coach Parking

- 24.26 It is expected that there could be a requirement for up to 8 coaches per hour to service the cruise liner terminal. Plans have been submitted for how this can be accommodated on site.

#### Taxi

- 24.27 TfL has raised the issue of providing a formal taxi rank within the site. The applicant will be investigating the possibility of providing a specific taxi rank on site for the cruise liner terminal and explore a possible link to the rank at the O2 as part of a future taxi management procedure. A condition is proposed providing details of how the hotel pick-up drop off area could be laid out to incorporate specific taxi rank facilities.

## 25. Sustainability/energy

- 25.1 A Sustainability Statement has accompanied the application. This assesses the key policies for sustainable development as they apply to the development. It sets out how sustainability has influenced the design of the scheme, the method of construction and the proposed operational procedures. Emphasis has been placed on how the development will perform against current and emerging Sustainable Development Policy, guidance and good practice at national, regional and local level of Government.
- 25.1 A comprehensive range of environmental measures and targets are proposed including the following:
- A BREEAM target of 'Excellent' and a Code for Sustainable Homes level 4 has been identified as the minimum level achievable through consideration for the following:
  - A reduction of at least 25% in energy usage through passive design solutions, solar control and day lighting.
  - A Combined Heat and Power scheme (CHP) providing a proportion of the development base loads in conjunction with high efficient gas boilers is the most effective way of reducing the development's annual CO<sup>2</sup> emissions. CHP would reduce the carbon emissions of the site by a minimum of 41%.
  - It is proposed the incorporation of one CHP unit sized against the base load, this makes heat generating renewables such as biomass unviable. The CHP unit would only be installed in the later phases of the development when sufficient demand will be in place to operate in an efficient manner. In the interim, the hotel and the residential units will use high efficiency gas-fired boilers.
  - Photovoltaics are proposed to be used to reduce the residential carbon by 8% and the hotel by 1.6%. This equates to a site reduction of 4%.
  - A community district heating systems is being considered that can be connected to local community systems in future.
  - Water consumption will be reduced through the selection of appliances and fittings. Rainwater recycling is being considered for irrigation and landscaping.
  - A travel plan will be prepared to reduce car dependency, pollution and congestion both during construction and operation.
  - Materials with low overall environmental impact will be specified and all timber to be purchased from responsible forest sources.
  - Recycling facilities will reduce waste during operation



- Construction phase and operational phase water use will be reduced.
- The construction site will be managed in an environmentally sound manner in terms of resource use, storage, waste management, pollution.
- The potential for enhancing the ecology of the site is being considered.

## 26. Amenity

- 26.1 Unitary Development Plan policies D1 and E2 seek to ensure that new development proposals do not have an adverse impact on the amenities of adjacent occupiers.
- 26.2 The nearest residential properties are located along Christchurch Way and Mauritius Road with the nearest proposed building to these properties being the residential Block 'H'. The 2/3 storey building has been designed to reflect the scale of two storey Victorian properties found in the surrounding area. The block has been specifically designed to ensure that there are no overlooking issues with the adjacent residential properties.
- 26.3 A full assessment of the daylight, sunlight, overshadowing and solar glare impacts of the proposed development has been included in the Environmental Assessment. The assessment included the proposed development at Lovell's Wharf. The assessment concluded that the daylight, sunlight, overshadowing and solar glare impacts of the proposed development were acceptable and in accordance with the relevant BRE guidance.
- 26.4 Taking all of the above into account it is considered that the proposal would be in line with relevant amenity policies as set out in the UDP and London Plan.

## 27. Jobs/Economy

- 27.1 The creation of new job opportunities is a key requirement of the UDP and seeks to promote employment for local people during the construction phase and from the end users. Training programmes form a fundamental part of this employment strategy to ensure that the appropriate skills are available. Policies SJ5 and J13 seek to achieve these aims and highlight the importance of this site in fulfilling employment potential.

- 27.2 The development will create approximately 365 FTE jobs by end users and 178 FTE during the construction period and the developers have agreed to participate fully in the Greenwich Local Labour Initiatives. Service industries in the local area will also benefit from the new uses included in the project.
- 27.3 These new job opportunities are welcomed due to the current levels of unemployment in the Borough (6.8%) and in Peninsula Ward (3.4%) based on October 2010 figures.

## 28. Flood Risk

- 28.1 The site is located within flood zone 3 “Low Risk” as defined by PPS 25, and benefits from the protection of the River Thames flood defences and local flood defences, has an annual probability of flooding of less than 0.1%. A FRA was submitted as part of the submission in accordance with PPS25 to assess the residual risk of flooding, assess the impact that the proposed development may have on flooding elsewhere, and to advise on the proposed realignment of the flood defences.
- 28.2 The development proposals show that the flood defence line will be raised to 5.83m AOD and set back further from the river edge. This is welcomed and is in line with London plan policy 4A.13.
- 28.3 The main development will take place on a raised platform set at 5.83m AOD and will therefore have a very low level of flood risk. Some of the properties fronting Christchurch way and including the parking levels will be at a lower floor level. The development has incorporated a raft of mitigation measures that aim to keep the integrity of the flood defences and design-out the risks of long term effects during the operational phase. A condition requiring full details of a flood evacuation plan has been included.

## 29. Archaeology

- 29.1 The applicant has submitted a desk-based archaeology study of the site with the application in appreciation of its location in an area of high potential for archaeology interest. This approach involving English Heritage is consistent with PPS5. The study although thorough does highlight the need for further work which is secured by planning conditions following the recommendations of English Heritage.

30. Contamination

30.1 Due to the long history of the site being used for industrial processes, it was quite apparent that contamination would be present on the site. A study was therefore commissioned and submitted with the application. A range of contaminants have been found and consultation with the Council's Environmental Health team and Environment Agency has taken place. Further work is required and is reserved by planning conditions including monitoring procedures.

31. Phasing and Construction

31.1 The proposed development comprises of the following phases within a five year build programme:

	Enabling Works Start	Main Works Start	Construction Completion
Terminal	Jun-11	Oct-11	Jun-12
Block B	Aug-11	Jan-12	Jul-13
Block H	Jun-11	Nov-11	Jul-12
Block G		Nov-11	Dec-12
Block D		Dec-11	Sep-13
Block A	Aug-11	Aug-12	Jul-14
Block C		May-13	Jan-15
Block F		Nov-13	May-15
Block E		May-14	Oct-15
Hotel	Nov-11	Jun-12	Nov-13

32. Legal Agreement

32.1 Having regard to the scale of the proposed development, an independent financial assessor has undertaken a full and confidential financial viability assessment of the proposal evaluating site costs, economic viability, the availability of public subsidy and other planning objectives. The work of the assessor tested the key financial assumptions behind the level of affordable housing.

32.2 The confidentiality agreement between the assessor and the applicant prevents disclosure of specific financial information and therefore the findings are limited to general conclusions.

32.3 The conclusions of the independent assessor have been considered and in terms of package of planning obligations. This package complies with central government advice on planning obligations.

32.4 The Heads of Agreement proposed include.

Affordable Housing:

- Provision for on site affordable housing with 70:30 split in favour of social rent.
- Financial contribution towards off-site provision.

Transport:

- Provision of a cruise liner terminal as the first phase of the development.
- Financial contribution to public transport improvements and improvements to the footpaths.
- Provision of a new riverside walk.
- Provision of necessary highway works including alterations to Traffic Orders.
- Financial contribution towards improved signage.
- Financial Contribution towards highway improvements including alterations to the Blackwall Lane/Trafalgar Road/Woolwich Road Junction.
- Provision of Traffic Management Measures;

Implementation of a travel plan.

- Implementation of a car park management plan.
- Provision of a car club.
- Continuous monitoring of highway impacts of the new development on the local environment.
- Provision of a potential 'riverbus' service through the site.

Community Facilities:

- A financial contribution towards community facilities.

Education:

- A financial contribution towards education.
- Provision of a Skills Academy.

#### Healthcare and Social Services:

- A financial contribution towards Healthcare facilities and social services.

#### Environmental Sustainability:

- Implementation of measures contained in the sustainability statement.
- BREEAM excellent rating achieved for all non-residential buildings.
- Reduction on carbon levels as set out in the Energy Statement
- Achievement of 4% renewable energy target.
- Financial contribution towards environmental monitoring and waste management.
- Provision of a waste disposal strategy.
- Provision of waste/refuse recycling bins.
- Provision of Combined Heat and Power Plant.
- Implementation of a Low Emission Zone.
- Minimum Code for Sustainable Homes Level 4 for residential buildings rising in accordance with Development Plan timetable.

#### Public Realm:

- Maintenance, management and contribution towards public open space/realm.
- Financial contribution towards sports/leisure facilities.
- Financial contribution towards public art.
- Financial contribution towards public safety and emergency services.
- Financial contribution towards Cultural Strategy.

#### Employment and Training:

- Commitment to and participation in GLLaB .
- Financial contribution towards employment and training.

#### Other Obligations:

- Payment of legal, engineer cost.
- Payment of S106 monitoring costs.

### 33. Implications for Disadvantaged Groups

- 33.1 The implications for disadvantaged groups identified below are an integral part of the consideration of the development and community benefits as set out in the report.

- 33.2 The proposal will provide a substantial number of new job opportunities both in the construction phase and when complete.
- 33.3 Access to and within the development for persons with physical disabilities will be a requirement of the planning permission and this issue is addressed in the planning conditions.
- 33.4 New affordable housing will be a requirement of the planning permission and associated legal agreement. All new housing will be constructed to Lifetime Homes Standards and 10% of all new housing will be designed to wheelchair standard housing.
34. Conclusion:
- 34.1 The site lies within the Greenwich Peninsula West Strategic Industrial Location (SIL) identified in the adopted London Plan and Defined Industrial Area in the 2006 Greenwich Unitary Development Plan. The site designation in the adopted UDP as within a Defined Industrial Area safeguards sites for activities within use class B1, B2 and B8. The proposal for a mixed use scheme including the cruise liner terminal is therefore a Departure from the Plan.
- 34.2 Uniquely in London the proposals include the provision of a cruise ship terminal with capacity for one cruise ship to berth and space for 2no. Thames Clipper berths. The proposals also include a hotel, gym, training workshops, crèche, and visitor centre/restaurant/bar.
- 34.4 The proposed development seeks to optimise the potential for this under-utilised brownfield site by delivering a high quality scheme on previously developed land. The delivery of this key piece of infrastructure generates additional opportunity to deliver wider regeneration benefits for the site and the surrounding area.
- 34.5 While the principle of the development would not generally be acceptable due to the land use designation, the addition of the cruise ship element and significant employment uses leads to a balanced consideration of the merits of the scheme.
- 34.6 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 and the Secretary of State.

## Background Papers

Unitary Development Plan  
The Mayor's London Plan  
Supplementary Planning Documents  
Planning Policy Guidance and Statements (PPG's and PPS's)  
Responses from Consultees  
Letter from GLA dated 23.12.10

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