

PLANNING BOARD	DATE: 20 th September 2012
TITLE: Former Co-op Building 138 -152 Powis Street, Woolwich SE18 6NL	ITEM NO.: 5
LEAD OFFICER: Director of Regeneration, Enterprise and Skills	WARD: Woolwich Riverside

1. Decisions Required

1.1 Grant planning permission for the conversion and extension of the existing building to provide 74 residential units with associated amenity space and the re- establishment of the retail floorspace at ground floor level and the provision of associated parking and cycle storage.

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

IF 11-03-100, IF 11-03-101, IF 11-02-102A, IF 11-03-103A, IF 11-03- 104A, IF 11-03- 105, IF 11-03- 106, IF 11-03- 107, IF 11-03- 108, IF 11-03- 109, IF 11-03-200A, IF 11-03- 201, IF 11-03- 202 IF 11-03- 203, IF 11-03- 300, IF 11-03- 301, IF 11-03- 400, IF 11-03- 401, IF 11-03- 402, IF 11-03- 403, IF 11-03- 404, IF 11-03-405, IF 11-03- 406, IF 11-03- 407, IF 11-03- 501, IF 11-03- 502, IF 11-03- 503, IF 11-02- 001 (Site Location Plan), Transport Statement, Internal Daylight and Sunlight Report Planning Statement, Planning Statement, Energy and Sustainability Statement, Deed of Planning Obligation (Draft) and Design and Access Statement.

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

2. Summary

2.1 The application site comprises of the former Co-op Building which is located on the northern side of Powis Street and is locally listed. The building has been vacant for many years and as a result in considerable disrepair.

2.2 The application proposes provision of retail floor space on the ground floor, the erection of a three storey extension on the building and conversion of the upper floors to provide 74 dwellings. Parking will be provided within the

basement of the building and includes disabled parking and cycle parking.

- 2.3 Following local consultation two letters have been received from residents. One letter supported the proposal whilst the other letter considered that the staircase and the foundation stone should be protected. Greenwich Conservation Group raised no objections to the proposal.
- 2.4 Refurbishment and reuse of the building is supported by the recently adopted Woolwich Town Centre Masterplan SPD.
- 2.5 This report sets out the details of the application and includes an evaluation of the proposals informed by the plans and supporting documents. The process and results of the public consultation are described, together with the policy and other implications of the proposal.

3. Recommendation

- 3.1 The Board is requested to grant planning permission for the erection of a three storey extension on the building and conversion of the upper floors to provide 74 dwellings.(ref: 12/0487/F) subject to ;

- (i) Conditions set out in section 3.2 below

3.2 **Conditions**

- 01 A sample panel for the repair work to the exterior of the building, showing the proposed materials, their colour and texture shall be provided on site and the specification shall be approved in writing by the Local Planning Authority before any work has started on site. The works shall be carried out in accordance with the approved details unless an alternative facing material has been agreed in writing by the Local Planning Authority.

Reason:

In order that the Council may be satisfied with the external appearance of the building and ensure compliance with Policies SD1 and DI of the Unitary Development Plan 2006 and Policy 7.4 of the London Plan.

- 02 Prior to works starting on site details demonstrating the staircase, its balustrade and the foundation stone are to be retained and incorporated into the development shall be submitted to and approved

by the Local Planning Authority and thereafter implemented strictly in accordance with the approved details prior to occupation of the building.

Reason

In order that the Council may be satisfied with the details of the proposal and ensure compliance with Policies SD1, D1 and D23 of the Unitary Development Plan.

03 Prior to the commencement of development approved by this planning permission 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 preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
- ii) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- iii) The site investigation results and the detailed risk assessment (2) 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.
- iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) 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

To ensure that any risks relating to contamination discovered during development are dealt with appropriately as required under PPS23: Planning and Pollution Control. This site lies on the Thanet

sand aquifer which is classified as a secondary aquifer in our Groundwater Protection: Policy and Practice and to ensure compliance with Policy E1 I of the Unitary Development Plan.

- 04 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

To ensure that any risks relating to contamination discovered during development are dealt with appropriately as required under PPS23: Planning and Pollution Control. This site lies on the Thanet sand aquifer which is classified as a secondary aquifer in our Groundwater Protection: Policy and Practice and to ensure compliance with Policy E1 I of the Unitary Development Plan.

- 05 Prior to the commencement of any demolition/construction work a Demolition and Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The Method Statement shall include the following details

- Haulage Routes
- Likely noise levels to be generated from plant
- Details of 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 screening measures to be employed
- Proposals for monitoring dust and controlling unacceptable releases
- Wheel washing facilities and facilities for discharging water.

Reason:

In order that the Council may be satisfied with the details of the proposal in the interest of the safety and amenity of neighbouring occupiers and users of surrounding roads and footways and to ensure compliance with Policies SE2, E1 and M33 of the Unitary Development Plan 2006 and Policies 7.14 and 7.15 of the London Plan.

- 06 The demolition, earth removal, infilling, landscaping, foundation and building works required to implement this development shall only be carried out between the hours of:

Monday to Friday – 8.00am to 6.00pm

Saturdays - 8.00am to 13.00 pm

And at no time on Sundays and Bank Holidays

Reason:

To safeguard the amenities of neighbouring properties and the area generally and ensure compliance with Policies SE2 and E1 of the Unitary Development Plan 2006.

- 07 The noise from any plant or equipment such as air handling units, boilers, lifts mechanical ventilation or machinery which forms part of the development shall not cause the existing noise levels to increase when measured at one metre from the façade of the nearest noise sensitive premises. In order to achieve this, plant should be designed, located, selected or the noise from the plant attenuated so that it 10dB below the existing background level.

Reason:

In order that the Council may be satisfied with the details of the proposal in the interests of the amenities of neighbouring properties and the area generally and ensure compliance with Policies SE1 and E1 of the Unitary Development Plan 2006

- 08 Prior to the implementation of the development, details of the sound insulation scheme to be installed between the commercial use and the residential accommodation above shall be submitted to and approved by the Local Planning Authority and the details approved shall be fully implemented prior to the occupation of any part of the development hereby approved.

Reason:

In order to safeguard the amenity of the occupiers of the residential accommodation above the commercial units and ensure compliance with Policies SE2 and E1 of the Unitary Development Plan.

- 09 Prior to the implementation of the development full details of the ventilation system for the underground car park shall be submitted to and approved by the local Planning Authority and thereafter implemented strictly in accordance with such approval prior to the occupation of the building.

Reason:

In order that the Council may be satisfied with the details of the proposal in the interests of the amenities of neighbouring properties and the area generally and ensure compliance with Policies SE1 and E1 of the Unitary Development Plan 2006.

- 10 Full details for the provision of the green/brown roof and the photovoltaic panels shall be submitted to and approved in writing by the Local Planning Authority prior to implementation of the development. The approved details shall be fully implemented prior to the occupation of the building.

Reason:

To contribute toward enhancing biodiversity, reducing flood risk and improving the aesthetic value of the development and ensure compliance with Policies E9, E.17 and D.3 of the Unitary Development Plan 2006 and Policies 5.7 and 5.11 of the London Plan.

- 11 Evidence that the green roof and photovoltaic panels have been installed in accordance with the approved details shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the building.

Reason:

To provide insulation and to contribute toward enhancing biodiversity, reducing flood risk and improving the aesthetic value of the development as well as resident's well being and ensure compliance with Policies E.17 and D.3 of the Unitary Development Plan 2006 and Policies 5.3, 5.7 and 5.11 of the London Plan.

- 12 The development hereby permitted shall be completed to a minimum of BREEAM Excellent (or its successor). No development shall take place until a Design Stage assessment (under the BREEAM or its successor) has been carried out and a copy of the summary score sheet and interim Code Certificate have been submitted to and approved in writing by the Local Planning Authority.

Reason

In the interest of addressing climate change and to secure sustainable development and to comply with Policy D1 of the Unitary Development Plan 2006 and Policy 5.3 of the London Plan.

- 13 Prior to first occupation of the building, a copy of the summary score sheet and Post Construction Review Certificate (under BREEAM or its successor) shall be submitted to and approved in writing the Local Planning Authority verifying that the agreed standards have been met.

Reason

In the interest of addressing climate change and to secure sustainable development and to comply with Policy D1 of the Unitary Development Plan 2006 and Policy 5.3 of the London Plan.

- 14 Prior to the implementation of the development full details shall be submitted to and approved by the Local Planning Authority demonstrating that the proposal will comply with a minimum standard 4 as set out in the Code for Sustainable Homes. The proposal shall then be implemented fully in accordance with these approved details.

Reason

To ensure that the new development is environmentally sustainable and complies with the requirements of Policies SH4, H7 and SE1 of the Unitary Development Plan and 5.3 of the London Plan 2011.

- 15 Full details of the refuse storage facilities/bin stores and refuse collection arrangements shall be submitted to and approved in writing by the Local Planning Authority before development commences on site and the enclosure/bin store shall in all respects be erected in accordance with the approved details prior to the occupation of the development.

Reason:

In order that appropriate refuse facilities are provided as part of the development and ensure compliance with Policy E15 of the Unitary Development Plan 2006 and Policy 5.16 of the London Plan.

- 16 No works shall take place on site and no buildings demolished until a survey has been carried out for evidence of roosting/and/or hibernating bats. Details of the methodology, findings and conclusion of the survey shall be submitted to and approved in writing by the Local Planning

Authority.

Should evidence be found, details of the following shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development.

- 1) A scheme of works to minimise the adverse effects of the development on the bats.
- 2) A programme of timing for the works referred to above.

Reason

To ensure the Council in consultation with Natural England are satisfied with the details of the proposed measures and to ensure compliance with Policy 7.19 of the London Plan 2011 and Part 1, 5 and 8 of the Wildlife and Countryside Act and Schedules 2 and 4 of the Conservation (Natural Habitats) Regulations.

- 17 Full details of energy saving technologies to be incorporated into the development demonstrating a minimum of 20% of the predicted energy requirements of the development shall be submitted to and approved in writing by the Local Planning Authority prior to construction works commencing on site. The approved details shall be implemented strictly in accordance with such approval unless otherwise agreed in writing by the Local Planning Authority.

Reason

To help reduce energy consumption in compliance with Policy E9 of the Unitary Development Plan and Policy 5.7 of the London Plan.

- 18 The parking space(s) provided shall only be used for that purpose and no development whether 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.

Reason:

To ensure adequate off-street parking provision is maintained for the residential accommodation and ensures compliance with Policy M.25 of the Unitary Development Plan 2006.

- 19 Prior to the implementation of the development full details of a Car Park Management Plan shall be submitted to and approved by the local Planning Authority and thereafter implemented strictly in accordance with such approval

Reason:

To ensure adequate off-street parking provision is maintained for the residential accommodation and ensures compliance with Policies M24 and M.25 of the Unitary Development Plan 2006.

- 20 Full details of the design of cycle parking facilities for users and occupiers of the building shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any works on site and the approved facilities shall be provided on site before the building is first brought into use.

Reason:

In order that the Council may be satisfied with the details of the proposal and ensure compliance with Policies SM2 and M32 of the Unitary Development Plan and Policy 6.9 of the London Plan.

- 21 Prior to implementation of the development full details shall be submitted to and approved by the Local Planning Authority demonstrating that 10% of the units would comply with Greenwich Council's Wheelchair Site Brief (updated 2010).

Reason

To ensure that a good living environment is secured for disabled people and in order to comply with Policies H8 and H19 of the Unitary Development Plan.

- 22 The development hereby approved shall comply with the requirements of secure by design and such accreditation shall be obtained prior to the occupation of the development hereby approved.

Reason:

To ensure that the development provide a safe and secure living environment for all Prospective residents and complies with the requirements of Policies SD.1 and D.7 of the Unitary Development Plan 2006 and with policy7.2 of the London Plan 2011..

- 23 Prior to implementation of the development full details of disabled toilet provision within the ground floor retail store(s) shall be submitted to and approved by the Local Planning Authority and thereafter implemented strictly in accordance with such approval prior to the occupation of the commercial use.

Reason: To ensure the development provides facilities for all members of the community in accordance with Policy D1 of the Unitary Development Plan 2006 and with policy 7.2 of the London Plan 2011.

- 24 Prior to works commencing on site full details of a Construction Logistic Plan shall be submitted to and approved by the Local Planning Authority and thereafter implemented strictly in accordance with such approval. Such details shall demonstrate how construction vehicles will access the site for the duration of the construction work and construction vehicles visiting the site will not cause an obstruction on neighbouring roads.

Reason

To demonstrate that loading or unloading of construction vehicles arriving and departing from the premises shall be carried out and not cause obstruction of surrounding roads and to ensure compliance with Policy M29 of the Unitary Development Plan.

- 25 Prior to the first occupation of the relevant part of the development details shall be submitted to the Council of the hours of operation of the commercial uses within the development including time of receiving deliveries or servicing. Such details shall be submitted to and approved in writing to the Local Planning Authority prior to commencement of the respective uses.

Reason:

To safeguard the amenities of neighbouring properties in the area and ensure compliance with Policies SE2, E1 and E2 of the Unitary Development Plan.

- 26 The residential units shall be constructed to accord with Lifetime Homes standards.

Reason:

To ensure the development incorporates current best practice in energy efficiency and conservation and ensure compliance with Policies H7 and H17 of the Unitary Development Plan and Policy 3.8 of the London Plan.2011.

- 27 Full details of street lighting or any other external lighting to the development shall be submitted to and approved by the Local Planning Authority and thereafter implemented strictly in accordance with such approval.

Reason:

To protect the amenity of future occupiers of the development and ensure the lighting details accord with Policy E5 of the Unitary Development Plan.

- 28 Delivery and Servicing Management Plan for the commercial uses on the site shall be submitted to and approved by the Local Planning Authority. Such details shall include times servicing/delivery vehicles will visit the retail unit and the access and parking arrangements for the service and delivery vehicles.

Reason

To ensure that delivery and servicing arrangements are satisfactory and, to ensure compliance with Policies M29 and TC25 of the Unitary Development Plan.

- 29 Prior to the first occupation of the commercial accommodation full details of the shop front(s) to be installed to a scale of 1:50 shall be submitted to and approved by the Local Planning Authority and the details approved shall be fully implemented before the unit is first occupied.

Reason:

In order that the Council may be satisfied with the external appearance of the buildings and ensure compliance with Policies SD1, D1, D13 and D23 of the Unitary Development Plan.

- 30 A Travel Plan shall be submitted to and approved by the Local Planning Authority prior to the first occupation of any part of the development. Thereafter the Travel Plan shall be implemented in accordance with such approval.

Reason

To encourage sustainable modes of travel and ensure compliance with Policies M32 and M33 of the Unitary Development Plan and 6.13 of the London Plan 2011.

- 31 The ground floor commercial unit(s) shall be occupied by uses falling within A1 (retail) unless the Council has agreed in writing to an alternative use.

Reason

To ensure the future ground commercial use(s) does not result in a loss of amenity to future occupiers of the upper floor dwellings.

- 32 Prior to works commencing on site full details for the installation of a communal satellite and television system shall be submitted to and approved by the Local Planning Authority.

Reason

In order that the Council may be satisfied with the external appearance of the building and ensure compliance with Policies SD1 and D1 of the Unitary Development Plan 2006 and Policy 7.4 of the London Plan.

- 33 Prior to works commencing on site full details of the proposed Combined Heat and Power system to be installed in the building shall be submitted to and approved by the Local Planning Department.

Reason

In order that the Council will be satisfied with the details of the proposed CHP plant and to help reduce energy consumption in compliance with Policy E9 of the Unitary Development Plan and Policy 5.7 of the London Plan.

3.3 Informative(s)

- 01 The Director of Neighbourhood Services (Waste Services) should be consulted regarding refuse storage, recycling facilities and collection.
- 02 The Director of Community Safety & Integrated Enforcement (contact John Paterson 0208 921 8176) should be consulted regarding the requirements of the work method statement to control and minimise noise and dust emissions and details of measures for the disposal of materials from the site during and after demolition/construction.
03. The Director of Community Safety & Integrated Enforcement (contact John Paterson 0208 921 8176) should be consulted regarding the requirements of Conditions 06.

04. The Director of Community Safety and Integrated Enforcement (contact John Paterson 0208 921 8176) should be consulted regarding the Council's 'Code of Practice for Major Construction Sites' that should be adhered to in the development.
05. The Borough Transportation Manager should be consulted regarding the naming and numbering of the premises.
06. The site lies within Flood Zone 1, assessed as being at low risk of flooding. The site area is less than 0.3ha and therefore full drainage proposal details are not required. We have no flood risk concerns with respect to this scheme. We would refer you to our Flood Risk Standing Advice.
07. Where it is proposed to store more than 200 litres (45 gallon drum = 205litres) of any type of oil on site it must be stored in accordance with the Control of Pollution (Oil Storage) (England) Regulations 2001. Drums and barrels can be kept in drip trays if the drip tray is capable of retaining 25% of the total capacity of all oil stored.
08. Care should be taken during and after construction to ensure that all fuels, oils and any other potentially contaminating materials should be stored (for example in bunded areas secured from public access) so as to prevent accidental/ unauthorised discharge to ground. The areas for storage should not drain to any surface water system.
09. The applicant is advised that condition 4 is sequential and may be discharged at any point in stages 1-4, depending on the information submitted and perceived risk to sensitive receptors.
10. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
11. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.
12. The applicant is advised that three copies of the site plan should be submitted to the London Fire and Emergency Planning Authority at Water Office Finchley Fire Station, 227 Long Lane, Finchley London N3

2RP and the requirement of the development to comply with B5 of approved Document B

- 3.4 The application drawings and supporting documents recommended for approval are set out below.
IF11-03-100, IF11-03-101, IF11-02-102A, IF11-03-103A, IF11-03-104A, IF11-03-105, IF11-03-106, IF11-03-107, IF11-03-108, IF11-03-109, IF11-03-200A, IF11-03-201, IF11-03-202 IF11-03-203, IF11-03-300, IF11-03-301, IF11-03-400, IF11-03-401, IF11-03-402, IF11-03-403, IF11-03-404, IF11-03-405, IF11-03-406, IF11-03-407, IF11-03-501, IF11-03-502, IF11-03-503, IF11-02-001 (Site Location Plan), Transport Statement, Internal Daylight and Sunlight Report Planning Statement, Planning Statement, Energy and Sustainability Statement, Deed of Planning Obligation (Draft) and Design and Access Statement.

4. Site and Surrounds

- 4.1 The application site comprises of 132 -152 Powis Street which is a five storey with basement building situated on the northern side of the Powis Street. The application building was the former RACS Department Store and is also known as the Co-op building. It has been vacant since the 1990's and is on the list of Buildings Local Architectural or Historic Interest. Within the listing the building is described as the following :-

138 – 152 RACS New Building “Principal retail centre of the Royal Arsenal Co-operative Society (RACS) designed by S.W Ackeroyed F.R.I.B.A., the company’s architect in 1938. 5 storeys with tower forming an important feature of the streetscape of this part of the town. Principal materials are cream coloured faience with red brick in selected areas.”

- 4.2 The building is in a poor condition partially due to the length of time it has been vacant but also due to vandalism as the building has been broken into many times. The ground floor of the building is surrounded by hoardings but overall the general appearance of the building is that of a derelict structure
- 4.3 The building forms part of the town centre but is not situated within the designated ‘core’ or ‘fringe’ shopping area. It is located directly opposite the Grade 2 listed RACS building which has been refurbished and now in use as a hotel. The buildings to be utilised for the proposed new TK Maxx store is situated to the east of the site and is currently being refurbished in preparation for the store.

4.4 The application site forms part of a larger site identified in the Site Schedules as MUI0 – Land enclosing Mortgramit Square (Hare Street and Powis Street). The designation proposes mixed retail and town centre uses with residential above including affordable housing.

5. Relevant Planning History

5.1 There is no relevant planning history for this site

6. Proposal

6.1 The application proposes the re-introduction of retail use on the ground floor and the erection of a three storey extension on the building so that the upper floors can be converted to provide 74 dwellings. Parking will be provided within the basement and to the rear yard of the building and includes disabled parking bays and a secure cycle parking area.

6.2 The application includes both internal and external refurbishment works to the building. The proposed ground floor retail floor space will measure approximately 1140square metres and has been designed to be adaptable, for use by either a single occupier or sub-divided for multiple occupiers.

6.3 Residential use is proposed to the upper floor of the building and the development includes the construction of an additional three floors on the building. These upper floors will be converted to provide 14 x 1 bed flats and 60 x 2 flats. Access to the residential units will be via a separate lobby area off Powis Street.

6.4 To the lower ground floor will be a service area, 30 car parking spaces will be provided and 20 of these will be capable of use by wheelchair users and 6 fitted with electrical charging points. Cycle parking will also be located in this area as will the refuse storage areas for both the commercial and residential uses.

6.5 All floors of the building will be accessible by lift including the lower ground floor.

7. Consultation

7.1 Local Consultation 46 properties were consulted on the development which included 114 – 138; 154 – 172 Powis Street; 115 – 173 Powis Street; 1- 49 Hare Street; 119 – 132 Woolwich High Street and the former Gala Bingo Club.

7.2 The application was advertised in the press and a site notice was displayed outside the application site.

7.3 **Local Consultation**

Two letters received. One letter considered the proposal to be wonderful but would prefer a quality restaurant on the ground floor rather than retail use. The second letter requested that the main staircase be protected as it had been designed to incorporate the Co- op motif. Also that a suitable home be found for the restored foundation stone that was removed from the first RACS shop that opened in Brewery Road.

Response

The attachment of condition 2 seeks to ensure that the balustrade and foundation stone are retained and incorporated into the refurbished building.

7.4 Greenwich Conservation Group

Fully support the retention and refurbishment of this iconic building in Woolwich Town Centre, recognised as such by the inclusion in the Council's local list of buildings of local architectural or historic interest. This application is also supported by the recent adoption of the Woolwich Town Centre Masterplan. If one of the objectives of this document were to progress – the creation of the conservation area covering Powis Street and Hare Street then additional safeguards would be in place. It is regrettable the building does not benefit from statutory listing status.

In terms of the details of the proposal there are misgivings about the removal of the window element at first to fourth floor levels to provide private balconies overlooking Powis Street. The windows at all levels and the brick piers are just as much an original feature of the building as are the horizontal spandrel bands which are to be retained and refurbished. Consideration should be given to retaining the brick piers and replacing the windows, with the space behind providing a 'winter garden' for each flat.

It is regrettable that it is not possible to restrict the number of floors to two; however it is considered that the stepping back arrangement should mean that the new work would not be directly visible from the street, other than oblique views. The setback is welcomed as it allows the same amount of views of the tower from the western face. Clarification is required as to why the lift serving the residential element at the western end of the building only serves the basement and first floors. Welcome the provision of private amenity space but regret there is no communal amenity space provision. It is noted that of the 74 flats, 14 will be one bed and the remainder two-bed. It is regrettable that no units capable of accommodating families have been provided to create a mixed and balanced community – an aim of the Council policy.

In terms of the retention of the historic, it should be noted that the plaque in the stair lobby- the foundation stone of the first Co-op store on Brewery Road Plumsted – should be incorporated in the works as should any other surviving features. The distinctive stair balustrade and all the stairwell finishes should be retained and repaired as necessary.

In conclusion I is hoped that some of the above points might be taken on board by the applicant and commend the applicant for taking this proposal forward for the excellent standard of the presentation material.

Response

The removal of the front windows to the first to fourth floors allows for the creation of balconies to serve the individual flats. The application proposes the retention of the brick piers and the horizontal spandrels.

The attachment of condition 2 seeks to ensure that the staircase balustrade and foundation stone are retained and incorporated into the refurbished building.

The application site due to its town centre location is not considered a suitable location for larger family units.

7.5 Environment Agency

Raised no objections to the proposal but requested the attachment of two conditions should planning permission be granted for the site investigation and verification of the works.

Response

The above comments have been noted and conditions have been attached requiring the submission of further details

7.6 **London Fire and Emergency Planning Authority**

Raised no objections but requested three copies of the site plan and advised that the development should comply with the requirements of B5 of approved Document B.

Response

Informative number 12 has been attached advising the applicant of the need to provide the London Fire and Emergency Planning Authority with the requested information.

7.7 **Thames Water**

Surface Water Drainage - 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.

There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings.

Water Comments

On the basis of information provided, Thames Water would advise that with regard to water infrastructure we would not have any objection to the above planning application.

Response

The above comments have been noted and informative(s) have been attached.

7.8 **Community Safety and Integrated Enforcement**

The Pollution Team would have no objection in principle to the grant of the above application subject to the following condition(s):

Asbestos

It is noted that structures on site are scheduled for demolition. It is believed that these could possibly contain significant asbestos-based building materials. Under the control of Asbestos at Work Regulations 2002 a Type 3 survey is required to include a detailed visual and intrusive investigation. The results of this survey should be submitted to the Health and Safety Executive as the enforcing authority and a copy should be sent to this Department.

Sound Insulation

Adequate sound insulation shall be provided to all divisions (walls and/or floors) separating commercial/residential areas. Details of the insulation scheme should be submitted to and approved by this Department. The approved insulation scheme must be implemented prior to occupation of the development.

Plant Noise

The noise from any plant or equipment such as air handling units, boilers, lifts, mechanical ventilation etc which forms part of the development shall not cause the existing background noise level to increase when measured at one metre from the façade of the nearest noise sensitive premises. In order to achieve this, the plant should be designed/selected, or the noise from the plant should be attenuated, so that it is 10dB below the existing background level ($L_{A90\ 15min}$). This will maintain the existing noise climate and prevent “ambient noise creep” which is the gradual increase in background noise levels in a built up area due to consecutive small increases.

With regard to the proposed commercial use if this is to include either A3 or A5 then a standard condition for mechanical ventilation and odour control should be included if the application is successful.

Underground Car Park

Details are required of the ventilation system for the underground car park.

Hours of Noisy Works

All noisy works audible beyond the site boundary should only be permitted during the following hours:

Monday to Friday - 8.00am to 6.00pm
Saturday - 8.00am to 1.00pm
and at no times on Sunday or Bank Holidays.

Pollution Code of Practice for Major Construction Sites

The developer shall have regard to the Council's Pollution Codes of Practice for Major Construction Sites and shall adhere to the advice contained therein.

Response

The above comments have been noted and conditions have been attached requiring the submission of further details. Condition 31 restricts the use of the ground floor to retail only. Any use which does not fall within A1 retail definition including restaurants and take aways will require planning permission.

7.9 Occupational Therapist

No wheelchair units have been identified. Presumably there are none in the social housing as only 15 units are being provided. The proposed flats and duplex will meet Lifetime Homes standard. The retail space shows the inclusion of WC's but none for the disabled.

Response

Condition 21 requires 10% of the units would be provided in accordance with the Councils Wheelchair site Brief. A requirement of the condition is that details, including their location will have to be submitted at a later date for consideration

7.10 Waste Services

Requested information of the proposed bin storage arrangement as they could not be found on the submitted plans.

Response

The location for the bins storage area is shown on drawing 1003.4.02 However condition 9 requires the submission and approval of details for refuse facilities.

7.11 Housing Directorate

Housing standard requirements is for 35% of the total number of units to be made available for affordable housing. On a site of 74 units this would equate to 26 units. However due to viability issues an affordable provision of 20% will be accepted. This will provide 15 new homes (6x1 and 9 x 2bed)

Housing would normally require 70/30 split (affordable/intermediate). However the proposals for this application include for all units to be for affordable intermediate housing, which is supported given the development's location and the lack of suitability for rented housing.

Housing would normally require 40% of units to be 3bedroom family units. This will not apply to this site which comprises only 1 and 2 bed units. It is

accepted that this does not lend itself to family housing for reasons of location and lack of external amenity space.

The units proposed for intermediate units should meet the space standard as outlined in the London Plan.

Given the units are for intermediate only it is advisable that the developer agree the provision of wheelchair units.

It is expected that parking be made available to the affordable housing units in proportion to availability across the scheme as a whole.

The scheme will be required to comply with the following standards
Minimum requirement for Sustainable Homes
Lifetime Homes
London Plan space standard
Secure by design; and,
Greenwich Wheelchair Site Brief

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 arrangement to be agreed with the preferred RSL.

Response

The above matters will be secured in the S106 agreement and the attachment of planning conditions.

8. Planning Policy

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

8.2 **National Planning Guidance**

National Planning Policy Framework (NPPF)

The National Planning Policy Framework came into force on 27th March 2012. The Framework provides Central Government's overarching planning policy. The principles and policies contained in the framework which includes a presumption in favour of sustainable development should guide the preparation of local plans that reflect the vision and aspiration of local

communities. The three dimensions to sustainable development are an economic role contributing to building a strong, responsive and competitive economy; a social role supporting strong, vibrant and health communities and an environmental role contributing to protecting and enhancing our natural, built and historic environment. The Framework identifies 12 core land use principles that should underpin decision making and plan preparation. These aim at building a strong competitive economy, vital town centres, prosperous rural economy, sustainable transport, advanced communications infrastructure, range of quality homes, good design, healthy communities, protect, green belt, meet the challenge of climate change, conserve and enhance the natural and historic environment. Encourage all those in the planning process to engage all stakeholders at an early stage. Ensure effective enforcement.

8.3 The London Plan 2011

The London Plan 2011 which forms part of the Development Plan, seeks to accommodate substantial future growth in London's economy and population whilst creating a more open and equitable society, and at the same time preserving and improving London's heritage and environment.

- A city that meets the challenges of economic and population growth in ways that ensure a sustainable, good and improving quality of life and high quality homes and neighbourhoods for all Londoners, and help tackle the huge issue of deprivation and inequality among Londoners, including inequality in health outcomes;
- An internationally competitive and successful city with a strong and diverse economy and an entrepreneurial spirit that benefit all Londoners and all parts of London; a city which is at the leading edge of innovation and research and which is comfortable with – and makes the most of – its rich heritage and cultural resources;
- A city of diverse, strong, secure and accessible neighbourhoods to which Londoners feel attached, which provide all of its residents, workers, visitors and students – whatever their origin, background, age or status – with opportunities to realise and express their potential and a high quality environment for individuals to enjoy, live together and thrive;
- A city that delights the senses and takes care over its buildings and streets, having the best of modern architecture while also making the most of London's built heritage, and which makes the most of and extends its wealth of open and green spaces, natural environments and

waterways, realising their potential for improving Londoners' health, welfare and development;

- A city that becomes a world leader in improving the environment locally and globally, taking the lead in tackling climate change, reducing pollution, developing a low carbon economy, consuming fewer resources and using them more effectively;
- A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system, which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this plan

Of importance are the following policies:

- 2.1 Town Centres
 - 3.1 Ensuring Equal life chances for all
 - 3.3 Increasing Housing supply
 - 3.4 Optimising Housing potential
 - 3.5 Quality and Design of housing development
 - 3.7 Large residential developments
 - 3.8 Housing Choice
 - 3.9 Mixed and balanced communities
 - 3.10 Definition of affordable housing
 - 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual, private residential and mixed use schemes
- 3.13 Affordable Housing thresholds
 - 4.8 Supporting a successful and diverse retail sector
 - 5.1 Climate change mitigation
 - 5.2 Minimising Carbon dioxide emissions
 - 5.3 Sustainable design and construction
 - 5.4 Retrofitting
 - 5.7 Renewable energy
 - 5.11 Green roofs and development site environs
 - 5.16 Waste self-sufficiency
 - 5.18 Construction, excavation, and demolition waste
 - 6.9 Cycling
 - 6.10 Walking
 - 6.13 Parking
 - 7.1 Building London's neighborhoods and communities
 - 7.2 An inclusive design
 - 7.3 Designing out crime
 - 7.4 Local character

- 7.6 Architecture
- 7.8 Heritage assets and archaeology
- 7.18 Protecting local open space and addressing local deficiency
- 7.19 Biodiversity and Access to Nature.

Unitary Development Plan

- 8.4 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.

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

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

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

- 8.5 The site is not identified on the proposals map. The relevant UDP policies are set out below.

Strategic UDP policies

SC2 To secure the best use of land the Council will seek through the use of conditions and planning obligations that new development provides for infrastructure facilities and other planning benefits

SE2 Protect and improve the environment

SD1 Encourage a high quality of design in all new developments

STC2 Support Borough's Town Centre hierarchy.

8.6 General UDP policies

C3 Appropriate planning obligations

H1 New Housing

H7 Housing Design

H8/9 Density

H11 Amenity Space and Gardens
H14 Affordable Housing
H15 Housing Mix
H17 Lifetime Homes
H19 Wheelchair Standard Housing

E1 Pollution
E5 Light Pollution
E9 Renewable Energy
E11 Contaminated Land
E12 Site Servicing
E14 Waste Reduction, Reuse, Recovery and Disposal
E15 Minimise Waste at Source

D1 Urban Design
D3 Ecological Factors
D4 Improvements to the Urban and Natural Environment
D5 Parking and Access Arrangements
D7 Safety and Security in the Environment
D13 Shopfronts and Signs
D23 Local List of Buildings of Architectural or Historic Interest

M1 Development and Transport - General Principles
M25 Residential car parking standard
M26 Car Parking Standards for other developments
M27 Considerations for parking provision
M28 Community Benefits
M29 Servicing Areas
M32 Cycling
M33 Pedestrians

TC2 Revitalise Woolwich as the Borough's primary shopping centre
TC5 Secure safe pedestrian and cycle access in town centre
TC22 Town Centre living
TC 25/26 Site access, servicing and parking

8.7 Supplementary Planning Guidance / Documents

Sustainable Design and Construction SPG – GLA

This SPG establishes principles for sustainable design and construction for development within London. It sets essential standards that apply to all major developments in London and a second tier of 'Mayor's preferred'

standards.

Accessible London: Achieving an inclusive environment SPG – GLA

This SPG provides detailed advice and guidance on the policies which promote an inclusive environment in London.

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.

Woolwich Town Centre Masterplan SPD (April 2012).

This document sets out the vision for the revitalisation of Woolwich Town Centre. The application building is identified in the Masterplan as Site 10 – Art –deco Co-op building and makes the following comments:

This important historic, locally listed building should be converted to high specification residential development with complementary active uses on the ground floor. Smaller scale retail, cafes and restaurants are appropriate towards this end of the town centre, as the nature of the town centre, gradually changes from retail core, to what is retail fringe, with a wider range of uses including leisure, community and culture.

The application site forms part of a larger site identified in the Site Schedules as MUI0 – Land enclosing Mortgramit Square (Hare Street and Powis Street). The designation proposes mixed retail and town centre uses with residential above including affordable housing.

9. Considerations

9.1 This section of the report provides an analysis of the specific aspects of the proposed development and the principal issues that need to be considered in the determination of the planning application.

9.2 **Principle of the Development**

9.2.1 At the heart of both National, London Plan and Unitary Development Plan policy is the delivery of sustainable development. National policy promotes the bringing forward of sufficient land of a suitable quality and in appropriate

locations to meet the needs of housing, industrial, retail and commercial development. London Plan and the Unitary Development Plan also recognises that new development on brownfield sites has an important role in delivery of the sustainable development. Most recent development in the Borough has been on brownfield land which has played a significant part in the Borough's continued regeneration.

- 9.2.2 Powis Street is the primary retail frontage for Woolwich Town Centre with over two thirds of the street being designated as core shopping area. The application site is situated to the western end of Powis Street outside the designated retail frontage. The application proposes the provision of 1140 square metres retail floor space on the ground floor and the conversion of the upper floor of the building together with the construction of an additional the three floors to provide 74 residential flats.
- 9.2.3 Within the Unitary Development Plan the site forms part of a larger site which has been identified as MU10 which proposes mixed retail uses with residential above and to include affordable dwellings. A comprehensive redevelopment approach was being sought for this site as it includes all the properties that are located on the western side of Hare Street, properties on Woolwich High Street and Powis Street including the adjacent site currently being refurbished for use by TK Maxx stores. An outline planning application for a comprehensive redevelopment was submitted in 2007 but the application remains undetermined and no discussion have taken place on this application since 2009.
- 9.2.4 Unitary Development Plan policy H1 advises that residential development, including the change of use of existing buildings will be acceptable on environmentally suitable sites and where the residential use would not be in conflict with other policies and proposals of the plan. The recently adopted Woolwich Town Centre Masterplan SPD identifies the importance of this locally listed building and supports the upper floor conversion of the property to residential use with the provision of small retail shops, cafes or restaurants on the ground floor.
- 9.2.5 Unitary Development Plan policy D23 considers that proposals affecting locally listed buildings will be given protection, particularly the characteristics that account for their designation. The overall general appearance of the building is that of a derelict structure, detracting from the regenerative work that currently taking place within the town centre and in the vicinity of the site. The application proposes uses that are generally in accordance with the UDP site designation and includes refurbishment works which will allow a

vacant building to be brought back into use.

9.3 Design, Appearance and Layout

- 9.3.1 Unitary Development Plan policies SD1, D1 and D23 seeks a high quality of design in all development, which makes a positive contribution with the existing urban area taking account of the local architecture, established layout, scale, height, massing, and by providing a site specific solution. This is supported by London Plan Policy.
- 9.3.2 This locally listed building is in need of an extensive amount of repair and refurbishment work which will require substantial investment to reinstate it to a habitable condition which in turn will secure the long term future of this local heritage asset. The application under consideration includes the refurbishment of the building and the erection of a three storey extension which will be erected on the roof of the existing building. The new addition has been designed to be contemporary in appearance and will provide additional living accommodation in the building. Refurbishment works proposed to the exterior of the building includes replacing any broken or missing the clay tiles, but if appropriate replacement tiles cannot be found the applicant proposes an alternative finish which is to render the exterior of the building. This is considered to be an acceptable alternative as a rendered finish was used on buildings constructed at the same time as the application building. This will be subject to further consideration as a requirement of condition 1 is that these details be submitted at a later date.
- 9.3.3 The internal layout of the building aims to reintroduce retail use on the ground floor which has been arranged so that the units can be occupied by a sole retailer or subdivided to provide three smaller retail units. The basement of the building will provide car parking spaces, plant room, refuse storage area and secure cycle parking.
- 9.3.4 The upper floor of the building will be accessed by lifts and all the individual units of accommodation accessed off communal corridors. Original internal features of this building, comprise of main staircase and its balustrade are to be renovated and retained in the building.
- 9.3.5 The three storey addition will be set back off the front elevation of the building and as a result appear as a subservient feature to the original building. An area of concern was that the extension would dominate the original tower which is a prominent feature within Woolwich Town Centre streetscape and is highly visible from a number of vantage points in and around the town

centre. The applicant has provided CGI's to demonstrate that the tower will retain its town centre prominence after the extension is constructed.

- 9.3.6 The extension will have large areas of aluminum framed glazing with horizontal glazing bars to reflect the window framing and glazing that will be inserted to the lower floors of the original building. The side elevations of the extension will clad in light grey metal panels. The rear elevation of the original building has a brick construction which will be retained.
- 9.3.7 London Plan Policy 7.6 requires buildings and structures to be of the highest quality; comprise of details that complement the local character, not cause unacceptable harm to the amenity of surrounding land, incorporate best practice in resource management and climate change, provide a high quality indoor and outdoor spaces and integrate with the surrounding street. Unitary Development Plan Policy D23 considers that proposals affecting Local List of Buildings of Architectural or Historic Interest will be protected and unsympathetic alterations will be discouraged.
- 9.3.8 The proposed external renovation and addition to the building are considered to sympathetic and will not detract from the main design features of the building. The renovation work will improve the overall external appearance of the building on Powis Street, which in turn will raise the profile of the building within the town centre.

9.4 **Standard of living accommodation**

- 9.4.1 Unitary Development Plan Policy H7 seeks a high standard of housing design in new residential development and conversions. All new homes are expected to achieve Lifetime Homes standard, respect the privacy of adjoining occupiers, provide a dwelling mix, achieve a high standard of internal arrangement; dwellings for families having direct access to a private garden and the internal layout takes account of noise and vibration from transportation.
- 9.4.2 The application proposes the provision of 74 dwellings comprising of one and two bed units. Unitary Development Plan Policy H15 seeks a mix of housing types in all development comprising of 25 dwellings or more. The mix will be assessed on the site location and areas with good public transport accessibility. One and two bedroom units are proposed for this site as its town centre location is not considered suitable for larger family accommodation. Policy H9 sets out the Density Standard for residential

development. For non family dwellings and sites with high public transport accessibility 200 - 450 HRH is accepted. London Plan Policy sets a standard of 650 to 1100 HRH on sites with a PTAL level of 4-6. The density for the development is 1081HRH which exceeds the density set out in the UDP but in accordance with London Plan Policy. However density is only one consideration in terms of providing a high quality of living accommodation.

- 9.4.3 Access to the residential dwellings will be via the separate entrance doors located on Powis Street which will lead to an internal lobby area which will contain a lifts and stairs leading to all the upper floors and to the basement car park. Each unit of accommodation will be self contained with access into the units off an internal hall. The units are required to accord with the requirements of Lifetime Homes standards. The units will vary in size from 50 – 63 square metres for a one bed flat and 70 -100 square metres for the two bed units including the duplex units. The internal floor space for each dwelling exceeds the minimums standards set out in the Mayor of London’s Housing Design Guide (Interim Edition).
- 9.4.3 Unitary Development Plan policy H11 aims to secure sufficient amenity space for the needs of the residents. Each dwelling will have its own balcony with direct access from the living accommodation. The site constraints does not allow for the provision of a communal garden area. A number of the units will be single aspect. This is due to the excessive depth of the building, however where possible dual aspect units have been created.
- 9.4.4 The applicant has carried out a daylight and sunlight assessment which demonstrates that the units will be served with sufficient daylight and sunlight in accordance with the requirements of the BRE Guidelines.
- 9.4.5 The proposed development will provide a high standard of living accommodation in accordance with Unitary Development Plan and London Plan Policies.

9.5 **Car Parking and Highways**

- 9.5.1 Powis Street is located within the existing town centre pedestrian zone which operates between 10am to 4.30pm Monday to Friday and 10am to 5.30 pm Saturdays with exceptions in Hare Street and Powis Street for buses, taxis and disabled permit holders. John Wilson Street is situated to the east of the site and forms part of the South Circular (A205), it is a Priority (Red) Route and Part of Transport for London’s Road Network. It is a bus route and subject to waiting and loading restrictions.

- 9.5.2 The application site is situated within the western end of Powis Street and therefore part of the town centre. As a result of its location the site has access to 17 daytime and 1 night time bus route. The nearest mainline station is Woolwich Arsenal which is situated to the within a 10 minute walk from the site. The Docklands Light Railway (DLR) Station is also situated within 600metres of the site. In the morning peak hour a total of 96 buses pass through Woolwich Town Centre in each direction. A total of eight trains pass through the Woolwich Arsenal Station in both directions, whilst DLR trains leaves the station every 4-5 minutes. As a result of this the application site is well served by public transport and has a PTAL level of 6, on a scale of 1 - 6 where 6 is excellent.
- 9.5.3 A Transport Statement has been submitted in support of the application and it sets out the possible level of travel demand to and from the development. Given the residential use of the upper floors of the building it is estimated that most trips will be via public transport during the weekday peak hours. Any vehicles visiting the site during peak hours and outside of peak hours is likely to be very low given the proposed uses and close proximity to local public transport services.
- 9.5.4 The proposed vehicular access to the development will be from an existing access, located to the rear of the site off Powis Street or Hare Street via Mortgamit Square. The rear access is variable in size in terms of its access way onto Powis Street. This access has poor sight lines as an egress for vehicles. In order to address this matter, this section of private road is to be made one way from Powis Street to Hare Street. This private road is situated outside of the application site and to ensure vehicles accessing the site travel in one direction can only be secured in a legal agreement.
- 9.5.5 The application site is situated within the Woolwich Town Centre Controlled Parking Zone (CPZ). It operates 6 days a week between 8.30 am to 6.30pm Monday to Saturday. There is a high demand for on street parking in the area and as a result the CPZ is heavily subscribed.
- 9.5.6 Unitary Development Plan policy M24 sets out the maximum parking standards that will apply for uses falling within A1 (retail). For sites with a 5 - 6 PTAL level 1 space per 50 – 75 square metres is advised. The application proposes the provision of 1,140 square metres of retail floor space, therefore 15-23 parking spaces should be provided .The application proposes 30 parking spaces 25 of which will be provided in the basement for the residential use and 5 to be located in the rear yard to serve the retail element of the scheme.

- 9.5.7 Policy M25 sets out a parking standard of a maximum of 1 parking space per residential dwelling. This application proposes 1 parking space per 3 dwellings. Given the location of the site and high level of public transport accessibility it is considered that the proposed parking level to serve both the residential and commercial uses is acceptable. However, to ensure that the development does not generate additional parking demands in the CPZ it is considered that the future residents in this development should not be eligible for parking permits.
- 9.5.8 Entrance to the parking spaces at the site will be controlled by an entrance gate. The parking has been laid out which allows 18 of the 25 residential parking spaces to be suitable for use by the disabled and, 10 spaces will have electric charging points. A Car Parking Management Plan is required to ensure efficient operation, allocation and control of these spaces is maintained.
- 9.5.9 A secure cycle store is to be provided within the basement of the site able to provide one cycle space per unit of residential accommodation. Development Plan Policy M29 expects new development to provide adequate service areas and where possible within the curilage of the development site. Given the restricted amount of land available within the site, servicing of the ground floor retail store is proposed from Powis Street. However given the operating times for the pedestrian zone servicing of the site will have to take place outside these hours. The attachment of condition 28 will ensure that a satisfactory servicing arrangement will be achieved.

9.6 Ecology and Sustainability

- 9.6.1 Buildings in use account for a significant proportion of energy use. The planning system can help reduce energy requirements by ensuring the provision of renewable energy production equipment in new development or refurbishment/conversion of existing buildings. Encouraging energy efficiency by improved design, form, layout and orientation of development and use of appropriate materials can lead to reduced consumption of energy and environmental cost of running the building. Saving of energy for heating, lighting, cooling and ventilation can all be achieved depending on the building type.
- 9.6.2 A Sustainability Statement has been submitted by the applicant. The statement outlines ways in which the building would be energy efficient, use clean energy and use of renewable energy sources. This is in line with the approach required by Policy 5.2A of the London Plan: Be Lean, Be Clean and Be Green.

9.6.3 Be Lean: This refers to the reduction of energy demand through the incorporation of energy efficiency measures into the building design. The applicant proposes the following measures:

- High floor area to exposed envelope (the outside wall ratio of the building) ratio, thus resulting in maintaining an efficient heat loss per square metre for the development;
- Low 'U' values
- Low energy lighting
- High efficiency boilers.

Be Clean : Refers to supplying of energy efficiently. A Combined Heat and Power (CHP) system is to be installed for the residential units to provide at least 40% of the heat and hot water for the residential units. The non residential element of the scheme will benefit from the solar power generated from the solar panels to be located on the roof of the building. It is estimated that the proposed Be Clean measures will provide approximately 11% of the total carbon savings.

Be Green: relates to the generation of energy through the provision of on site renewable technology. The proposed development has a total floor area of 4,560 and therefore classed as a major development proposal. The London Plan seeks a 20% reduction in CO₂ through the use of renewable energy technology where feasible. The applicant proposes the installation of photovoltaic solar panels to be arranged in three rows on the roof of the building.

9.6.4 Submitted information indicates that the proposed scheme will achieve a BREEAM 'excellent' and Code for Sustainable Homes, level 4. To ensure that these levels are achieved a condition will be attached requiring compliance with these stated levels.

9.6.5 The applicant has also stated that a living roof will be installed which will be integrated under the photovoltaic panels. The roof will either be sedum based or a self propagated brown roof. Further information and confirmation to the proposed type living roof is required and will be addressed with the attachment of a condition.

9.7 Neighbouring Amenity

9.7.1 Unitary Development Plan Policies SDI, DI and EI requires development including changes of use not to have an adverse effect on the amenities of

adjacent occupiers or users. The application site is situated within Woolwich Town Centre with other neighbouring development comprising of commercial uses, many being vacant retail shops. The upper floors of the commercial uses are also vacant. The nearest occupiers that may be affected by the use would be the occupiers of the hotel which is situated directly opposite the site. However, this section of Powis Street is approximately 10 metres wide. It is therefore considered that the proposal will not have an adverse impact on the amenities of neighbouring occupiers.

9.7.2 During the construction and refurbishment works, there may be some noise disturbance and some dust generation, however condition 7 sets out the time that works to implement the development may take place.

10. Financial Considerations

10.1 The following heads of terms are applied

- Contribution toward Crossrail
- Contribution toward Education
- Affordable housing
- Contribution and participation in GLLaB
- Contribution toward local community facilities and improvements in the public realm
- Contribution toward emergency services and public safety
- Contribution toward cultural strategy, environmental health and waste management.

11. Implications for Disadvantaged Groups

11.1 London Plan Policy 3.1 and Unitary Development Plan Policy C1 seek to meet the needs of all Londoners and where appropriate addressing barriers to meeting the needs of particular groups or communities.

11.2 All floors inside the building will be accessible as lifts will be provided internally to serve all floors including the basement.

11.3 Disabled toilet facilities have not been provided within the ground floor commercial unit. The attachment of a condition will ensure details are submitted to the Council in for consideration.

12. Conclusion

- 12.1 The proposals are considered to be in accordance with the objectives set out in the Borough's Unitary Development Plan and strategic and government guidance.
- 12.2 The proposal is considered to be in accordance with the objectives set out in the Borough's Unitary Development Plan and strategic and government guidance.
- 12.3 The application building is on the Council's Local List of Buildings of Architectural Interest and is afforded protection under Unitary Development Plan Policy D23. It has been vacant for many years. This has resulted in the appearance of the building is that of a dilapidated and derelict structure which is detracting from the regenerative work that currently taking place within the town centre and in the immediate vicinity of the site. The application proposes uses that are generally in accordance with the site designation in the UDP and in the recently adopted Woolwich Town Centre Masterplan.
- 12.4 The proposed renovation works as well as the extension to the building aims to deliver a high quality development which in turn, will improve the overall appearance of the structure in the street and enhance the continued regenerative works taking place within close proximity to the application site.
- 12.5 The internal accommodation of the residential units will accord with London Plan and Unitary Development Plan policies. The provision of the retail floor area on the ground floor will make a positive contribution to the vitality and viability of the town centre. The proposal is considered acceptable subject to compliance with the attached conditions and the satisfactory completion of the S106 Agreement.

Background Papers:

Unitary Development Plan 2006.

The London Plan 2011

Woolwich Town Centre Masterplan SPD (April 2012).

National Planning Policy Framework (NPPF)

Supplementary Planning Documents.

Comments from the Greenwich conservation group

Memos from other departments

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