



Appeal Decision

Inquiry held on 21-24 and 27 January 2025

Site visit made on 22 January 2025

by Jonathon Parsons MSc BSc(Hons) DipTP Cert(Urb) MRTPI

an Inspector appointed by the Secretary of State

Decision date: 10th March 2025

Appeal Ref: APP/E5330/W/24/3352432

The Albion, 48 Woolwich Church Street, London SE18 5NN

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by Lakeview Estates (UK) One Limited against the decision of Royal Borough of Greenwich.
 - The application Ref is 22/0969/F dated 18 March 2022, was refused by notice dated 27 March 2024.
 - The development proposed is to provide a part 9/part 13 storey mixed use building comprising of basement level disabled car parking space, residential cycle storage and plant room. Ground floor level mixed use (Class E use); commercial cycle storage; residential and commercial refuse storage with 48 self-contained flats above.
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Decision

1. The appeal is allowed and planning permission is granted to provide a part 9/part 13 storey multi-storey mixed use building comprising of basement level disabled car parking, residential cycle storage and plant room. Ground floor level mixed use commercial space (Class E use); commercial cycle storage; residential and commercial refuse storage with 48 self-contained flats above at The Albion, 48 Woolwich Church Street, London SE18 5NN in accordance with the terms of the application, Ref 22/0969/F, subject to the following conditions on the attached schedule A.

Applications for costs

2. An application for costs was made by Lakeview Estates (UK) One Limited against the decision of Royal Borough of Greenwich. This is subject of a separate decision.

Preliminary Matters

3. The Council has reviewed its position on its requirement for affordable housing provision following legal advice and consequently, it no longer wishes to defend its objections on affordable housing provision. Both the Council's and appellant's viability consultants found that the scheme is not viable with a requirement for affordable housing provision. This issue has been considered within my reasoning under other matters.
4. At the Inquiry, the Council requested the consideration of computerised 3D imaging of the development within its context from several viewpoints which was to be used in its evidence. No prior consultation had taken place with the appellant. In the event of the new evidence being accepted, the appellant reasonably wished to verify the imaging using appropriate software and for their witnesses to familiarise

themselves with the new evidence. Given the time required to do this, this would have necessitated an adjournment for part of the Inquiry to another date. After discussions, the Council withdrew this new evidence from the Inquiry.

5. Amended floor layout plans were submitted by the appellant at the Inquiry. These showed minor changes, the re-arrangement of living spaces (flat number 4), marked up sizes of living space areas, greater annotation of living features, such as desks, small changes in circulation space and living spaces. The sizes of the residential units remained the same. The changes are not substantial or fundamental given their internal nature. The Council raised no objection to the acceptance of the plans. Given their minor nature, there is no requirement to consult with any interested parties and there would be no procedural unfairness in not doing so. For these reasons, the amended plans have been accepted as revisions to the appeal proposal.
6. A s106 Agreement dated 5 February 2025 relates to the provision of viability review mechanisms to secure affordable housing (if possible), parking and transport, employment and training, health infrastructure, childrens' play space, energy sustainability and monitoring. Such matters will be considered in my decision.
7. The original proposal has been amended from 49 to 48 flats and the use class of the ground floor commercial unit from A3-A4 to E1 (In light of changes to the Use Classes order). Such changes have agreement of both main parties and for the sake of accuracy, the description of the proposal reflects this.

Main Issue

8. The main issue is the effect of the proposal on the settings of a Grade II listed building, known as the Chimney to Steam factory, and the Thames Barrier and Bowater Road Conservation Area.

Reasons

Significance of heritage assets

9. The appeal site comprises a former public house on land which lies between the A206 Woolwich Church Street and Pett Street. Beyond Pett Street, there is a railway line and behind it, two to three storey residential development. Adjacent to the site to the west, the new Morris Walk (north) development comprises three high rise buildings increasing in storey scale from 8 to 11 to 13. Beyond the railway line, the Morris Walk (south) development, when built, would comprise houses and mid rise blocks on land currently cleared. The Grade II listed Chimney to Steam Factory lies diagonally opposite the appeal site to the east, on the other side of Woolwich Church Street. The Thames Barrier and Bowater Road Conservation Area, encompassing the Chimney, is also opposite the appeal site on the same road. The appeal site is not within the Conservation Area.
10. The Chimney is a tall, rounded and slender constructed building reaching a height of approximately 55m, with a broader base, octagonal in shape. It was designed by a specialist chimney engineer and modelled on Lancashire/Midland textile mills. The main facing materials are locally distinctive yellow London Stock which form recessed brickwork panels at the base with a moulded stone cornice. The statutory list entry indicates the Chimney appearing on the 1843 plan of the steam factory

- adjoining a boiler shop. A network of bracing straps has been added during a later period.
11. The Chimney was part of a factory, including a boiler house, which was the final part of the former Royal Dockyard, dating back to the 16th century. It was part of the first naval establishment for the installation and repair of steam engines on boats in the mid 19th century. Other buildings would have been connected by underground flues but the dockyard closed in 1869. At that time, the steam factory was in the ownership of the Royal Arsenal Co Operative Society, who used it as part of its manufacturing operation from 1927 onwards. However, the factory has been demolished and replaced by later 20th century industrial estate buildings.
 12. Both the Council's Conservation Area Character Appraisal (CCACA)¹ and Characterisation Study (CS)² refer to the Chimney as being a landmark associated with its industrial legacy and it is a locally prominent feature. However, the Council also notes the importance of the chimney's beacon and monument-like qualities, and an 1844 picture within the CCACA³ shows a Chimney and factory facing onto open land to the south. These terms indicate a design rationale, to be purposely seen from a wide area or to mark an occasion or date, rather than being mainly related to industrial processes of the 19th Century. As such, the structure has local landmark qualities but not beacon or monument-like qualities. The picture indicates openness, but it was at a time when London was expanding during the 19th century as evidenced in the appellant's historical mapping and images⁴. Therefore, openness does not contribute to the Chimney's architectural or historic interest.
 13. In conclusion, it is the Chimney's height, construction, design, age and landmark qualities that contribute to its architectural and historic interest. As a landmark, the Chimney is a highly visible remnant of the former Royal Dockyard complex, and reminder of its previous use associated with the steam industrial processes in the dockyard. Such qualities are of great importance and contribute to the significance of the Chimney as a heritage asset.
 14. Within the Thames Barrier and Bowater Conservation Area, the Chimney is located within its eastern 'spur'. This 'spur' is connected to adjacent sections, to the north and west, via narrow sections of land along Woolwich Church Street and Warspite Road. Under the CCACA, this 'spur' forms part of Character Zone 3: Royal Dockyard Industrial which has a distinctive character and sense of place, derived from the inter relationships of the varied building types, distinct from the main dockyard.
 15. Within this zone, the CCACA identifies a significant cluster of industrial heritage, associated with the Royal Navy dating to the 1830s -1840s. In addition to the Chimney, this includes a Former Police Station to the Royal Dockyard (Grade II listed), Former Smithery, Erecting Shop and Brass Foundry (Grade II listed), Commonwealth Buildings (Former Royal Dockyard Apprentice School) (non-designated heritage asset (NDHA)) and the former Royal Dockyard Gates and Wall along Woolwich Church Street (north side) (NDHA). There has been more recent modern industrial development separating the Chimney from the other heritage asset buildings. However, these buildings and structures were mainly built in the

¹ Thames Barrier and Bowater Conservation Area Character Appraisal Supplementary Planning Document 2021, last bullet point, page 11.

² Characterisation and Intensification Study, 2023, page 160.

³ Thames Barrier and Bowater Conservation Area Character Appraisal Supplementary Planning Document 2021, page 31.

⁴ The Heritage Practice Proof of Evidence, December 2024, Appendix B Historic Mapping and Images.

early 19th century, associated with the historic dockyard, and are united by a palette of yellow stock brick and complementary features, stone detailing and rows of arches.

16. These buildings, especially the Chimney, are prominent and imposing, with a strong design composition, as described in the CCACA. Given their similar age and association, there is a sense of historic dockyard place within this part of the Conservation Area. Given its landmark qualities, the Chimney is a key component of this part of the Conservation Area. The former docklands wall is high and substantial providing a high degree of enclosure and separation from the surrounding area beyond. For all these reasons, it is this cluster of early 19th century buildings, wall and Chimney, with similarities in materials and design features, associations with the dockyard, which are of historic and architectural interest contributing to the significance of the Conservation Area, as a whole.

Setting of the heritage assets.

17. Land to the south of the dockyard and Chimney on Woolwich Church Street, was open and undeveloped during the early 19th century but this area, including the appeal site, is now developed with housing. Originally, it was 20th century dock workers housing but in the 1960s, these were demolished and comprehensively redeveloped, with mid and high rise blocks of the Morris Walk estate. The appeal site public house was part of this redevelopment. Latterly, the 1960s Morris Walk blocks have been redeveloped by the new Morris Walk (north) and (south) developments.
18. Planning Practice Guidance⁵ defines setting as the surroundings in which a heritage asset is experienced. Historic England's Good Practice Advice Note (HEGPAN) on Setting⁶ further states that the importance of setting lies within what it contributes to the significance of the heritage asset or to the ability to appreciate that significance. The extent and importance of setting is often expressed by reference to visual considerations. Visual is not the only setting consideration but parties agree that the surrounding road network and residential areas, including the appeal site, form part of its setting and visual considerations are key.
19. The cluster of heritage assets within the eastern 'spur' of the Conservation Area, make a strong contribution to understanding the Chimney's historic role in the former dockyard. The appellant's historical mapping and images shows the Chimney, with its attached factory, within the dockyard, as distinct and separate from the residential areas to the south. The former dockyard wall also provides a strong sense of enclosure to the Chimney and historic dockyard. Residential areas to the south have no historic, architectural or functional connections with the Chimney and dockyard. The dockyard workers housing has disappeared and. Woolwich Church Street, with four lanes, is a major road reinforcing this separation. As such, it is these former dockyard buildings and spaces that are the main areas contributing to understanding the significance of the Chimney, in terms of experience and appreciation.
20. The CCACA identifies key views that contribute to the significance of the Conservation Area's listed and locally listed buildings, and which form part of the

⁵ Planning Practice Guidance Paragraph 013 ID: 18a013-20-20190723 -What is the setting of a heritage asset and how it be taken into account.

⁶ Historic England's The Setting of Heritage Assets Historic Environmental Good Practice Advice in Planning Note 3 (second Edition), 2017

setting of those listed buildings. View DV12 provides an eastern oblique view of the Royal Dockyard listed and locally listed Steam Factory complex, terminating with the conspicuous landmark of the Chimney. There is also the reverse view looking westwards along Woolwich Church Street with the Chimney and former dockyard behind. There are other views from the south and north, but Woolwich Church Street are main determining views for understanding significance because of the high visibility of the cluster of heritage assets associated with the dockyard along this road.

21. Turning to the setting of the Conservation Area, the east 'spur' lies opposite the appeal site and there would be views from the appeal site and residential areas to the south. However, the key views to understanding and appreciating its significance are along Woolwich Church Street looking west and east for the same reasons as above.

Effects of the proposal on the heritage assets

22. The proposal would result in the demolition of the existing two storey building and replacement with a part 9 and part 13 storey block building of contemporary design. Along Woolwich Church Street, there would be a step up in scale from the nearest Morris Walk (north) block at 8 storeys, to the 9 and then 13 storeys of the appeal block, when looking east. The appellant's evidence⁷ provides viewpoint assessments along Woolwich Church Street.
23. Looking east along Woolwich Church Street, the Conservation Area's listed and local listed buildings, are in the foreground and the listed Chimney in the background on the north side of the road. On the south side of the road, the appeal block would be initially hidden by much of the new Morris Walk (north) blocks. However, the block would come into greater view as you proceed along the road closer to Chimney where its greater height, scale, bulk and massing compared to the nearest Morris Walk block would be more obvious. The buildings important to understanding the Chimney's significance, the Commonwealth buildings, former police station and walling would still be at the forefront of views. The appeal block would compete with the interest features of the Chimney, especially its landmark qualities, and the Conservation Area, negatively affecting the experience of the heritage assets and the appreciation of their significance.
24. Looking west in the other direction along Woolwich Church Street, the Chimney would be located forward of the Smithery, Erecting Shop and Brass Foundry, sited further back in the Conservation Area. The appeal block would be sited on the other side of the road. As with the views from the east, the block would compete with the interest features of the Chimney and Conservation Area, due to its size, similarly negatively affecting experience and significance of the heritage assets.
25. The Council has indicated less than substantial harm at the medium to high scale to each of heritage assets. The Greater London Authority (GLA) initially identified only less than substantial harm, at the lower end of the scale, to the setting of the Chimney and no harm to the Conservation Area but subsequently, it confirmed that assessing harm was a matter of judgement and would not fundamentally disagree with the Council's assessment of harm.

⁷ Heritage Proof of Evidence, Appendix A Verified Wireline Views, The Heritage Practice, Charles Rose, December 2024.

26. However, whilst there would be less than substantial harm to the heritage assets, the scale of this harm would be less than the Council indicates. The chimney has landmark qualities but not beacon or monument-like qualities. The proposal would be large in overall size but it would still be lower in height than the Chimney and would appear as a continuation of the existing blocks of Morris Walk. Consequently, in views looking eastwards and westwards, the proposed development would compete with the Chimney but against foreground and background of the Morris Walk blocks, respectively, as indicated above.
27. At its nearest point, the Chimney would be approximately 45 metres from the appeal site, but the proposed development would not be perceived to be in close proximity due to the four lane width of the Woolwich Church Street. Looking westwards along Woolwich Church Street, the Chimney and proposed development would appear closer together due to a slight curve in the road but even here, there would be no physical fusing together of the two developments and clear separation provided by the road.
28. The Morris Walk blocks step up in storey height towards the west, away from the Chimney. The proposed development, being a maximum of 13 storey, would step down in height to the nearest Morris Walk 8 storey block. Principle F3.4 of the Urban Design Guide Supplementary Design Guide (SPD) 2023 generally requires blocks to step down or up in scale. However, there would be separation in relation to the nearest 8 storey Morris Walk block, provided by an intervening car park and substation area, and the part of the proposed block closest to the Morris Walk would be 9 storey. The Chimney and Conservation Area would be further separated by Woolwich Church Street and within an area of residential development distinct from the Chimney and Conservation Area with its dockside qualities. For these reasons, this aspect of the proposal, its relationship with the Morris Walk development, would not be harmful to the understanding of the significance of the Chimney and Conservation Area.
29. At night, the block would be punctuated with windows with light from the residential units and the ground floor commercial unit. However, not all windows would have light emitted at the same time and the high solid to void ratios would further reduce light spill. As such, this would not add to the adverse effects.
30. For these reasons indicated, taking into account the Morris Walk blocks and the road separation, the proposed development would not be as unbalanced and dominant as the Council indicates, and whilst there would be less than substantial harm to each heritage asset, each harm would be of a low to medium rather medium to high scale.

Other matters

Affordable housing

31. The GLA required a full sense checking exercise of the appellant's viability analysis. Both the appellant's and Council's consultants have agreed that overall viability is negative justifying a lack of affordable housing provision. This has involved a comprehensive assessment of the important variables influencing viability.
32. In this regard, the GLA's higher Market Sales Values was based on other developments in superior locations to the appeal site. The GLS's marketing and

legal fees are comparable to the appellant's residential marketing fees and disposal allowance and together with differences in finance rates and profit percentage would not significantly affect overall viability in any case. Furthermore, off-plan residential sales of 60% compared to 30% in the appellant's analysis would be over ambitious in the face of difficulties facing the London property market, such as the cost of living crisis and the economy.

33. The Council's and appellant's viability consultants have not agreed a Benchmark land Value, but the Council, has accepted that even taking into account their value, there would still be a lack of viability. The GLA has commented that developers would not operate in the land market and acquire land if their development proposals indicated negative land values. However, the developer has three years to implement the permission and as part of the s106 agreement, there are obligations to secure affordable housing, through early and late phase development appraisals. Taking all these considerations into account, there is no evidence before me to dispute the consultant's findings and the Council's position in not defending its reason for refusal relating to the provision of affordable housing.

Living conditions

34. Residential developments at Parish Wharf Place and Morris Walk (north) would be located approximately 60 metres and just over 30 metres away from the appeal development respectively. The closest Morris Walk (south) residential property, when it is built, would be approximately 47m to the south. Despite the scale of the proposed block, these distances would provide good separation and consequently, there would be no significant loss of privacy, outlook and light to the occupiers of these neighbouring properties.

Section 106 agreement

35. For affordable housing provision, obligations would secure early and late stage viability review mechanisms and if required provision of discounted market rent housing units on the site. The requirement for affordable housing, including review mechanisms, is set out with Policies H4, H5 and H6 of London Plan (LP) 2021. In the absence of current scheme viability, the provision of such mechanisms would be reasonable and necessary.
36. For parking and transport, Royal Greenwich Local Plan; Core Strategy (CS) with Detailed Policies (2014) Policies IM (C) and IM4, and LP Policy T4 promote car free development, contributions to car clubs, encourages more sustainable forms of travel and improved transport accessibility. LP Policy T2 expects all developments to deliver healthy street environments. Obligations provide for car free housing (except Blue Badge holders), the establishment of a Controlled Parking Zone if approved following consultation, Car Club membership for a limited period, including a nearby dedicated car parking space, waiting restrictions, associated street signage and infrastructure, cycle training and travel plan, sub-way and street improvements, in accordance with the policies and costing provided by the Council.
37. To secure local employment opportunities, an obligation secures the commitment and participation in the Council's Local Labour and Business and support initiatives, in accordance with CS Policy EA(c). For health infrastructure, CS Policy IM1 seeks to secure infrastructure, facilities, amenities and other planning benefits necessary to secure and serve it. The Greenwich Planning Obligations Supplementary Planning Document (SPD) 2015 further identifies contributions for healthcare

facilities which serve the people living in a residential development. An obligation would secure a contribution in accordance with policy, the SPD and NHS contribution model for improving GP and community health facilities locally.

38. In terms of childrens' play space provision, LP Policy S4 requires all developments, to be used by children and young people, to incorporate quality accessible play space. The proposal incorporates a deficient size of amenity space and to address the shortfall, the obligation secures a contribution towards improvements at a nearby play space. For major developments, London Plan Policy SI 2 requires a contribution to the Council's carbon offset fund where a net zero-carbon target cannot be achieved. Obligations secure such a contribution, along with the monitoring of low carbon and renewable technologies, and the installation of automatic meter reading devices and future connection to a qualifying district heat network. To encourage sustainable transport, an obligation secures reviews of a travel plan to be secured by a planning condition. Finally, fees for monitoring the obligations would be secured in accordance with the Planning Obligation SPD.
39. For all these reasons, the obligations are necessary to make the development acceptable in planning terms and the statutory tests of the Community Infrastructure Levy (CIL) Regulations 2012 (as amended) and those of paragraph 58 of the Framework would be met. They are necessary, directly related to the development and fairly and reasonably related in scale and kind.

Benefits of the development

40. LP Policy H1 sets out housing targets for housing in London and for Greenwich, and a key objective of the Framework is to significantly boost the supply of housing. The Council has a five year housing supply of 2.46 years for the period April 2022 to March 2023, which has deteriorated from the previous period, albeit slightly. The 2023 housing delivery test shows delivery at 48% which is below the housing requirement of 75%. The contribution of 48 dwellings would be modest relative to need but it would be a much needed contribution given the Council's poor housing supply position. As such, it would attract significant weight.
41. The development would be attractively designed with different coloured blue-grey and light grey brickwork, recessed panelling and windows, corner balconies and step-down in storey scale. At the ground floor on Woolwich Church Street, there would be a strong active street frontage with glazed openings and windows associated with the commercial unit. The building's construction and operation would minimise energy consumption and carbon emissions, through design and the use of renewable energy technologies. At the prominent corner of Woolwich Church Street and Pett Street, the development would be of high quality and sustainable design in keeping with the existing row of Morris Walk residential blocks attracting moderate weight.
42. The appeal site is currently underused and unattractive. The proposal would make an efficient and effective use of a suitable brownfield site and optimise the capacity of the site to accommodate development attracting significant weight. The proposal would create a vibrant, attractive and functional residential environment in a location isolated from Woolwich Town Centre and dominated by the busy Woolwich Church Street. Such regenerative benefit would attract small weight.
43. The new development would bring construction jobs to the area and financial spend from new residents benefiting businesses and the local economy attracting small

weight. Additionally, the contribution to local government from the proceeds of the new homes and CIL contributions would attract limited weight.

Heritage and Planning Balance

44. The Framework indicates where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.
45. For the Chimney, in considering whether to grant planning permission, s66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires decision makers to have special regard to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses. This creates a statutory presumption in favour of preservation and considerable importance and weight is attributed to the less than substantial harm. However, the extent and scale of the public benefits, especially the boost to housing supply and the effective use of a brownfield site, would be overriding. Significant weight is separately attached to the boost in housing supply and use of a brownfield site. Together with the weight to be attached to the design, regeneration and economic benefits, the cumulative weight would be overriding and sufficient to outweigh the less than substantial harm.
46. For the Conservation Area, the Framework places great weight on a heritage asset's conservation. Considerable importance and weight is attributed to the less than substantial harm but the extent and scale of public benefits, especially the boost to housing supply and the effective use of a brownfield site, would be overriding. Significant weight is separately attached to the boost in housing supply and use of a brownfield site. Together with the weight to be attached to the design, regeneration and economic benefits, the cumulative weight would be overriding and sufficient to outweigh the less than substantial harm and of sufficient weight to outweigh the less than substantial harm.
47. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise.
48. The proposal would boost housing supply in accordance with local plan policy where there is an acute deficiency. There would be environmental, social and economic benefits. Set against this, there would be less than substantial harm to the setting of a listed building and Conservation Area.
49. CS Policies DH1, DH3, DH(h), DH(i) and LP Policies D3, D9 and HC1 relate to heritage considerations. CS Policy DH1 requires a positive relationship between the proposed and existing urban context by taking account of existing townscapes, local landmarks and views whilst CS Policy DH3 requires the protection and enhancements of heritage assets and the application of the presumption in favour of the preservation of listed buildings and their settings. CS Policy DH(h) requires developments on sites in the vicinity of a Conservation Area, which would have a visual effect on its character or appearance, should respect the setting of that area whilst CS Policy DH(i) requires proposals that detract from the setting and proportions of a listed building should be resisted.
50. LP Policy D3 requires optimising the capacity of sites, including the consideration of a design-led approach, that includes the consideration of design options to

determine the most appropriate form of development. LP Policy HC1 requires proposals affecting heritage assets and their settings, should conserve their significance, by being sympathetic to the asset significance and appreciation within their surroundings. With a finding of less than substantial harm, there would be conflict with these policies. Within the Council's heritage reasons for refusal, conflict with LP Policy D1 is cited but this policy is not relevant. It relates to a requirement for Councils to carry out assessments for understanding growth.

51. LP Policy D9 requires account of and avoidance of harm to the significance of heritage assets and their settings. Proposals resulting in harm will require clear and convincing justification, demonstrating that alternatives have been explored and that there are clear public benefits that outweigh harm. The proposal would comply with this policy in that clear and convincing justification has been provided, with alternatives that have been explored at the pre-application stage and clear public benefits that outweigh harm.
52. With a finding of less than substantial harm for each of the assets, there are conflicts with the CS DH1, DH3, DH(h), DH(i) and LP D3 and HC1 policies relating to heritage. The weight to be attached to these policy conflicts would be reduced given the deficiency of the Council's 5YHLS. There would be compliance with LP Policy D9 but the identified policy conflicts would be extensive covering an heritage issue central to the determination of the proposal and there would be conflict with the development plan, taken as a whole.
53. Under the heritage balance, there would not be a strong reason for refusing the development proposed under part 11 d) i. of the Framework. In applying part 11 d) ii of the Framework, there would be 'less than substantial harm' for the listed Chimney and Conservation Area. The Framework places great weight on Heritage Asset's conservation. The proposal would make a valuable boost to housing supply in accordance with the Government's objective of significantly boosting the supply of homes under the Framework. The provision of housing would attract significant weight.
54. The development would be of a high quality and sustainable design in accordance with the government's objective of achieving a well-designed place under the Framework attracting moderate weight. The development would make the effective use of a brownfield land attracting significant weight. There would regeneration and local economy, benefits individually attracting small weight. For these reasons, any adverse impacts of granting planning permission would not significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
55. For all these reasons, the presumption in favour of sustainable development as a material consideration would be of sufficient weight to determine that the appeal be determined otherwise than in accordance with the development plan and planning permission should be granted.

Conditions

56. Suggested conditions have been considered in light of the tests of paragraph 56 of the Framework and the advice in Planning Practice Guidance. Some have been amended, shortened and amalgamated in the interests of clarity and precision taking into account the tests and guidance. There are pre-commencement condition requirements for the approval of details where they are a pre-requisite to

enable the development to be constructed. The appellant has raised no objection to these, subject to the clarification of the trigger clause.

57. A condition requiring that the development to be carried out, in accordance with the details shown on the plans, is necessary in the interests of proper planning and for the avoidance of doubt. To ensure a high quality of design, conditions are required to require the approval and implementation of external materials and landscaping. In the interests of highway safety and local residents' living conditions, conditions are required to implement an approved Demolition and Construction Method Statement. To safeguard ecological features during development works, a condition requiring the implementation of an approved Biodiversity, Ecology and Landscape Plan is necessary. To protect the water environment, a condition is required to implement an approved piling methodology.
58. To minimise the risk of flooding, conditions are necessary to secure a drainage scheme and implementation of an agreed flood risk assessment. Contamination remediation conditions are required to remove any site pollutants. The implementation of an approved Car Park Management Plan is required to ensure the disabled parking is allocated fairly. To encourage sustainable transport, the implementation of approved cycling parking facilities and travel plan are required. In the interests of good planning, a condition is required to secure approved refuse and recycling arrangements. To safeguard new residents' living standards, conditions are required to address noise impact, including from plant and equipment, overheating, acoustic, air quality, filtration/odour measures of the commercial unit and its hours of operation. To address climate change and water resources, conditions are required to implement an approved updated Energy Strategy and monitoring, Circular Economy Statement, electric charging points for the undercover parking, carbon reporting and water consumption (in accordance with LP policy).
59. To safeguard public safety, a condition is required for unexploded ordnance mitigation, if found. The implementation of an agreed written scheme of investigation for archaeology is necessary for the sake of heritage. In the interests of highway safety, a condition is necessary to secure an approved Delivery and Servicing Plan. For security, 'Secured by Design' measures are required by condition. A condition is imposed to secure wheelchair and accessible and adaptable dwellings in accordance with LP policy. Details of the on-site childrens' play space need to be approved to secure an acceptable play environment. In accordance with Health Safety Executive comments, a condition is necessary to secure fire safety measures in accordance with agreed details. For aviation safety, a condition is necessary to secure approved details of crane use.
60. Turning to conditions and requirements not imposed, information on the details of possible stone crusher operation would replicate other legislation, given permits are required, in the absence of contrary evidence. Specifying the development to be restricted to the proposed number of units and use would be unreasonable in the absence of justification and being already specified in the description of development. As the development would necessitate changes to a highway, the appellant will need to enter into a s38 agreement under the Highways Act in any case. For a noise and vibration assessment of any possible gym use, building regulation requirements would secure insulation. The Council has submitted an appeal decision for a change of use of a building to gym where the necessity for a soundproofing condition was considered. However, this relates to an existing

building and no evidence indicates building regulation requirements are inadequate on a new build scheme. For all these reasons, these requirements do not meet the relevant tests.

Conclusion

61. For the reasons given above and having regard to all other matters raised, I conclude that the appeal should be allowed.

J Parsons

INSPECTOR

Schedule A: Attached Conditions

- 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans: 1914_PL_101(Rev. F), 1914_PL_102(Rev. G), 1914_PL_103(Rev. H), 1914_PL_104(Rev. F), 1914_PL_105.01 (Rev. F), 1914_PL_105.02(Rev. C), 1914_PL_106 (Rev. G), 1914_PL_107(Rev. F), 1914_PL_108(Rev. F), 1914_PL_109(Rev. C), 1914_PL_110 (Rev A), 1914_PL_120 (Rev B), 1914_PL_121 (Rev C), 1914_PL_131 (Rev B), 1914_PL_150 (Rev E), 1914_PL_151 (Rev B), 1914_PL_152 (Rev B), 1914_PL_153 (Rev C), 1914_PL_154 (Rev D), 1914_PL_000, 914_PL_010, 1914_PL_020.
- 3) No development above ground level (excluding demolition and site clearance) shall take place until samples of all external materials, including bricks and tiles, for walls, roofs, windows and doors, sills and lintels, commercial shopfront, balconies and balustrades of the development, have been submitted to and approved in writing by the local planning authority. In submitting the samples, accompanying details shall show the parts of the development where they will be used. The development shall be completed in accordance with the approved samples and details.
- 4) No development (excluding demolition and site clearance) shall take place until a landscaping scheme has been submitted to and approved in writing by the local planning authority. Such scheme shall specify planting, hard surfacing and detail how a minimum urban greening factor of 0.4 can be achieved. All hard landscaping shall be completed in full prior to the first occupation of the development unless prior written agreement has been obtained beforehand for an alternative time period. All planting, seeding or turfing comprised in the landscaping scheme shall be carried out in the first planting and seeding season following the first occupation of the development or the completion of the development, whichever is the sooner. Any plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.
- 5) No development shall take place, until a Demolition Construction and Method Statement (DCMS) has been submitted to and approved in writing by the local planning authority. The Statement shall provide for:
 - i) The loading, storage and unloading of plant and materials;
 - ii) Use of the River Thames for the transportation of construction materials and waste;
 - iii) Programme of works;
 - iv) Traffic management arrangements, including vehicle booking system and the use of sustainable modes of transport for workers;
 - v) Boundary hoarding and visibility zones for construction traffic;
 - vi) Construction hours of operation;
 - vii) Wheel washing facilities and measures to control the emission of dust and dirt during demolition and construction;

- viii) Photographic survey of adjacent roads to detail conditions before demolition and construction, and details of arrangements to be made to repair any damage;
- ix) Predicted noise levels to be generated from plant and demolition/construction works, and measures, including screening, to control noise and vibration, monitoring and procedures to be put in place where levels are exceeded;
- x) Scheme for the recycling of waste/disposing of waste from demolition and construction works;
- xi) Monitoring and procedures to control dust and particulates, including during demolition;
- xii) Bonfire policy;
- xiii) Arrangements to maintain engagement with the Council and local residents, and how to deal with complaints from residents; and
- xiv) A site plan identifying the location of a site entrance, exit, wheel washing, hard standing, hoarding, stockpiles, water supplies and nearest neighbour residential receptors.

The approved DCMS shall be adhered to throughout the demolition and construction period for the development.

- 6) No development shall take place until a Biodiversity, Ecology and Landscape Plan (BELP) has been submitted to and approved in writing by the local planning authority. The BELP shall expand on the mitigation measures and recommendations within section 7 of the Preliminary Ecological Appraisal (PEA) May 2022 and section 4 of the BES Biodiversity Enhancement Strategy (BES) January 2020. The BELP shall include further information on the procedures for checking and protection of nesting birds during construction, the protection of retained features of ecological value during construction, lighting sensitive to bats, maintenance and management of such features, and detailed method statement for the eradication of invasive species on the site.

Prior to the first occupation of the development, evidence that the measures approved in the BELP have been implemented, must be submitted to and approved in writing by the local planning authority. The maintenance of ecological features shall be carried out in accordance with approved management details. The mitigation measures, including the eradication of invasive species, shall be carried out/retained for the lifetime of the development.

- 7) No piling shall take place until a piling method and risk statement has been submitted to and approved in writing by the local planning authority. Such a statement shall specify the programme of works, methodology, depth and type of piling, measures to prevent damage to subsurface sewerage infrastructure and avoidance of the risk of pollution to the groundwater from contamination sources. Any piling must be undertaken in accordance with the approved method and risk assessment.
- 8) No development shall take place (excluding demolition and site clearance work) until a detailed design of a surface water drainage scheme, in accordance with Flood Risk Assessment and Drainage Strategy (Jomas Associates Ltd), Version:3.0, has been submitted to and approved in writing

by the local planning authority. The scheme shall detail the following matters:

- i) Calculations to demonstrate that the proposed drainage scheme will perform for all events up and including 1 in 100 year + 40% climate change;
- ii) Revised drainage layout showing the proposed surface water drainage discharge rates;
- iii) Confirmation of Thames Water agreement to the proposed discharge rates and connection point; and
- iv) A flood warning and evacuation plan.

The approved scheme shall be implemented prior to the first occupation of the development.

- 9) No development shall take place (excluding demolition and site clearance) shall take place until a contamination remediation strategy has been submitted to and approved in writing by the local planning authority. The strategy will include the following components:
 1. 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 and potentially unacceptable risks arising from the contamination at the site.
 2. A site investigation scheme, based on (1) above to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 3. The results of the site investigation and the detailed risk assessment referred to in (2) above 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.

Any changes to these components require the prior written consent of the local planning authority. The development (other than the approved remediation measures) shall not be commenced until the strategy has been fully implemented as approved.
- 10) Within 2 months of the completion of any works to be carried out within the approved contamination remediation strategy, a verification report demonstrating the completion of those works and effectiveness of the remediation shall be submitted to and approved in writing by the local planning authority. The development shall not be occupied until the local planning authority's written approval has been obtained.

The report shall include the details of sampling, long-term monitoring and maintenance plan of pollutant linkages, maintenance and arrangements for contingency action carried out, in accordance with the approved verification plan, to demonstrate that the site remediation criteria have been met.

The long-term monitoring and maintenance plan shall be implemented as approved for the lifetime of the development.
- 11) If during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until an amendment to the approved remediation strategy has been submitted to and

approved in writing by the local planning authority. Such an amendment shall detail how this unexpected contamination can be dealt with. The further approved remediation shall be carried out in accordance with the local planning authority's approval and full evidence of the implemented further remediation shall be submitted to the Council before any other further works are carried out on the site.

- 12) No development (excluding demolition and site clearance) shall take place until a Car Park Management Plan (CPMP) has been submitted to and approved in writing by the local planning authority. The CPMP shall include method of allocation for residents, car park lighting and safety measures, details of enforcement of unauthorised parking and monitoring and management.

The approved CPMP shall be implemented in full prior to the first occupation of the development and maintained and complied with in perpetuity.

- 13) Notwithstanding the details of cycle parking shown in the approved plans, no development shall take place (excluding demolition and site clearance works) until details of the location, type, layout and design of cycle parking facilities for occupants and visitors have been submitted to and approved in writing by the local planning authority. The approved details shall be implemented in full prior to the first occupation of the development and retained as such thereafter for the lifetime of the development.

- 14) No development (excluding demolition and site clearance works) shall take place until full details of the refuse storage, recycling facilities and refuse collection arrangements have been submitted to and approved in writing by local planning authority. Such details shall include separate storage areas for bulk storage and bin storage; storage provision for each non-residential unit and management/arrangements for the movement of refuse to any collection points.

The refuse storage, refuse collection and recycling facilities shall be fully implemented in accordance with the approved details prior to the first occupation of the development and shall be retained and managed in perpetuity thereafter in accordance with the approved details.

- 15) No development shall take place above ground (excluding demolition and site clearance) until details of the sound attenuation have been submitted to, in accordance with the Noise Impact Assessment V1.3 (KR Associates Ltd) May 2022, and approved in writing by the local planning authority. The details shall demonstrate how the internal ambient noise levels detailed in World Health Organisation (WHO) Community Guidelines for Community Noise and noise levels for external amenity areas BS 8233:2014 guidelines can be achieved.

The approved details are to be completed prior to the first occupation of the development and retained for the lifetime of the development.

- 16) A. Notwithstanding the details submitted, no development (excluding demolition and site clearance works) shall take place until an updated Energy Strategy addendum and an updated GLA carbon reporting spreadsheet identifying the energy hierarchy figures has been submitted and approved in writing by the local planning. The Energy Strategy and spreadsheet shall include details of:

- i) Be lean - energy efficiency measures to reduce regulated CO2 emissions for the residential use by a minimum of 10 per cent under Part L 2021 of the Building Regulations; and
- ii) Be Green – proposed green measures, including Source Heat Pumps and Photovoltaic panels.

B. Prior to the first occupation of the development, the measures detailed in the approved Energy Strategy (and accompanying addendums) shall be implemented and maintained to achieve the overall sitewide reduction in regulated CO2 emissions beyond Building Regulations Part L 2021, using the SAP10 conversion factors agreed by the Council. These CO2 savings shall be achieved through the Lean, Clean, Green Energy Hierarchy as detailed in the approved Energy Statement submitted by the applicant including:

- i) Lean, energy design measures to achieve the annual percentage carbon reduction agreed by the Council over Building Regulations Part L 2021;
- ii) Green, renewable energy equipment to achieve the annual percentage carbon reduction agreed by the Council in the approved Energy Strategy; and
- iii) Seen, heat and electric meters proposed to monitor the performance/efficiency of the renewable energy systems.

C. On the completion of the installation of the renewable energy measures, copies of the MCS certificates and all relevant commissioning documentation shall be submitted to the Council.

D. Within 3 months of the first occupation of the development, a summary report comparing the “as built stage” Target Emission Rate to Building Emission Rate/Dwelling Emission Rate figures against those in the final energy strategy along with the relevant Energy Performance Certificate(s) and/or the Display Energy Certificate(s) shall be submitted to and approved in writing by the local planning authority.

- 17) No development (excluding demolition and site clearance) shall take place until an Overheating and Cooling analysis report has been submitted to and approved in writing by the local planning authority. This report shall detail and demonstrate the following:
- i) a dynamic analysis compliant with the relevant CIBSE guidance (TM52 Limits of thermal comfort: avoiding overheating – 2013, TM59 Design Methodology for the assessment of overheating risk in homes – 2017 and DSY weather files);
 - ii) Part 0 (domestic TM59/Guide A), and/or TM52 (non-domestic) and modelled against the TM49 DSY1 (average summer) weather data file;
 - iii) Modelled against the more intense DSY2 (2003) and DSY3 (1976) data files for TM59 criteria (a) and (b); and
 - iv) Active and passive measures to minimise the risk of overheating and meet DSY1 modelling.

The approved active and passive measures shall be implemented, in accordance with the approved details, for each unit that they relate to, prior to the first occupation of that unit.

- 18) No development (excluding demolition and site clearance) shall take place until a Circular Economy Statement has been submitted to and approved in writing by the local planning authority. The statement shall detail measures to achieve the diversion of 95% of construction waste from landfill and the putting of 95% of excavation materials to beneficial on-site use. The development shall be completed and subsequently operated in accordance with the approved statement.
- 19) No development (excluding demolition and site clearance) shall take place until a survey relating to unexploded ordnance, together with details of proposed mitigation measures, has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.
- 20) No development (excluding demolition) shall take place until a revised written scheme of investigation (WSI) has been submitted to and approved in writing by the local planning authority. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the approved WSI, and the programme and methodology of site evaluation and nomination of a competent person(s) or organisation to undertake the agreed works.

If heritage assets of archaeological interest are identified under part 1 of this condition, then for those parts of the site which have archaeological interest, a stage 2 WSI shall be submitted to and approved in writing to and approved in writing by the local planning authority. For land that is included within stage 2 WSI, no demolition/development shall take place other than in accordance with the approved stage 2 WSI which shall include:

- i) The statement of significance and research objectives, the programme and methodology of site investigation and recording and nomination of competent person(s) or organisation to undertake the works;
 - ii) Where appropriate, details of a programme for delivering related positive public benefits; and
 - iii) The programme for post-investigation assessment and subsequent analysis, publication and dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.
- 21) No development above ground level (excluding demolition and site clearance) shall take place until 'Secured by Design' security measures have been submitted to and approved in writing by the local planning authority. The security measures shall be implemented in accordance with the approved details prior to the first occupation of the development and retained for the lifetime of the development.
 - 22) Prior to plant and equipment installation, an Acoustic Report shall be submitted to and approved in writing by the local planning authority. The report shall detail:
 - i) Existing background/ambient sound level;
 - ii) Sound power/sound pressure level, octave band spectral levels of all proposed plant and equipment, such as air handling units, boilers, lifts and mechanical ventilation;

- iii) Operational hours of plant and equipment; and
- iv) Mitigation measures to ensure the existing background level, when plant and equipment is operational, will not increase when measured at one metre from the façade of the nearest noise sensitive premises. To achieve this, plant and equipment shall be designed/selected or noise attenuated, such that it is 10db below the existing background level (LA90 15min).

The approved measures shall be fully implemented prior to the first occupation of the development and shall be permanently maintained thereafter for the lifetime of the development in accordance with the approved details.

- 23) Prior to the first occupation of the development, full details of electric vehicle charging points (EVCP) shall be submitted to and approved in writing by the local planning authority. The details shall specify 20% of the total car parking spaces to be serviced by active charging provision, with the remainder to be serviced by passive charging provision. No part of the development shall be occupied until the EVCP have been implemented in accordance with the approved details.
- 24) Prior to the first occupation of the development, a Delivery and Servicing Plan (DSP) for all commercial uses shall be submitted to and approved in writing by the local planning authority. The DSP shall detail:
 - i) Deliveries and servicing arrangements, including expected number and time of delivery and servicing trips;
 - ii) Measures to minimise the impact of delivery and servicing on the surrounding transport network, including the cycle track on Woolwich Church Street;
 - iii) Designated loading area;
 - iv) Monitoring and review arrangements; and
 - v) Full hours of operation, including hours for deliveries and servicing.No commercial loading or unloading of vehicles arriving at or departing from the site shall be carried out except within the designated loading area. The uses shall thereafter be operated in accordance with the approved details.
- 25) Prior to the first occupation of the development, the conclusions and recommendations of section 7, including table 19, of the Air Quality Assessment dated March 2023 shall be fully implemented and maintained for the lifetime of the development in full accordance with the approved document.
- 26) Following the completion of the as-built design and prior to the first occupation of the building (or handed over to a new owner, if applicable), the legal owners of the development shall submit the post-construction carbon assessment to the local planning authority. The assessment should provide an update of the information submitted at the planning submission stage, using the Greater London Authority's Whole Life-Cycle (WLC) Carbon assessment template, which should detail carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. The assessment should be submitted, along with supporting evidence, three months post the as-built design completion, unless otherwise agreed in writing by the local planning authority.

- 27) The first-floor finished floor level must be set no lower than 6.16 metres above Ordnance Datum (mAOD), in line with the approved Flood Risk Assessment and Drainage Strategy (Jomas Associates Limited) Version 3.0 and the letter by JOMAS Associates Limited dated 16 January 2025.
- 28) The mitigation measures as set out within the Flooding mitigation section of the approved Flood Risk Assessment and Drainage Strategy (Jomas Associates Limited, Version V3.0 shall be fully implemented prior to first occupation of the development. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.
- 29) A minimum of 10% of all dwellings shall meet the requirement M4(3) wheelchair user dwellings contained within Part M volume 1 of the Building Regulations (or prevailing standards). All other dwellings shall meet the requirement M4(2) accessible and adaptable dwellings contained within Part M volume 1 of the Building Regulations (or prevailing standards)

No development above ground level (excluding demolition and clearance works) shall take place until details of the wheelchair user dwelling, and accessible and adaptable user dwellings, referenced above, have been submitted to and approved in writing by the local planning authority. Such details shall specify detailed drawings for all unit types, including for general arrangements and kitchens and bathrooms, and access arrangements for those with mobility difficulties with other areas of the development, having regard to entrance ways, access ways, lifts and gradients. The development shall be carried out in accordance with the approved details and those details approved shall be retained for the lifetime of the development.
- 30) No development (excluding demolition and site clearance) above ground level shall take place works full details of the childrens' play area and play equipment to be installed, have been submitted to and approved in writing by the local planning authority. The play areas and play equipment shall be fully implemented in accordance with the approved details prior to the first occupation of the relevant part of the development and shall be retained in perpetuity thereafter.
- 31) The development must be carried out in full accordance with sections 6-14 of the Fire Statement Form (30/11/2022), Fire Safety design approach under the Fire Planning Statement (30/11/2022) and the letter from Tri Fire (5/4/2023) submitted with the proposal and retained for the lifetime of the development in accordance with the approved details.
- 32) Prior to the erection of any crane(s) on-site, a construction methodology statement and diagrams clearly presenting the location, maximum operating height, radius and start/finish dates for the use of cranes during the development shall be submitted to and approved in writing by the local planning authority. The operation of the crane(s) shall be in accordance with the approved details.
- 33) The development shall achieve a water use target of 110 litres per person per day.
- 34) Prior to the fit out of the class E unit, full details of any mechanical ventilation or other plant associated with the commercial operation of the building shall be submitted to and approved in writing by the local planning authority.

Details must include full specifications of all filtrations, deodorising systems, noise output and termination points. Additionally, details shall specify mitigation measures where high-level discharge of kitchen extract air/the discharge of toxic or odoriferous extract air is essential. The approved scheme shall be completed prior to the first occupation of the unit and shall be permanently maintained thereafter.

- 35) Prior to the first occupation of the commercial unit, details of the hours of operation shall be submitted to and approved in writing by the local planning authority. The unit shall thereafter be operated in accordance with the approved details.
- 36) The energy monitoring requirements, as set out in points a, b and c below, shall be complied with at all times. In the case of non-compliance, point d shall be complied with upon written notice from the local planning authority.
 - a) No development shall take place until the Greater London Authority (GLA) accurate and verified estimates of the 'be seen' energy performance indicators, as outlined in Chapter 3 'Planning stage' of the GLA 'Be seen' energy monitoring guidance document, have been submitted to the GLA's monitoring portal in accordance with the 'Be seen' energy monitoring guidance.
 - b) Once the as-built design has been completed (upon commencement of RIBA Stage 6) and prior to the building being first occupied, updated accurate and verified estimates of the 'be seen' energy performance indicators for each reportable unit of the development, as per the methodology outlined in Chapter 4 'As-built stage' of the GLA 'Be seen' energy monitoring guidance shall be submitted to the local planning authority for written approval. All data and supporting evidence must be uploaded to the GLA's monitoring portal. Confirmation must also be submitted to the local planning authority that monitoring devices have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in Chapter 5 'In[1]use stage' of the GLA 'Be seen' energy monitoring guidance document.
 - c) Upon completion of the first year of occupation and for the following four years, accurate and verified annual in-use energy performance data for all relevant indicators under each reportable unit of the development as per the methodology outlined in Chapter 5 'In-use stage' of the GLA 'Be seen' energy monitoring guidance document must be submitted in writing to the local planning authority. All data and supporting evidence must be uploaded to the GLA's monitoring portal. This condition will be satisfied after all relevant indicators included in Chapter 5 'In-use stage' of the GLA 'Be Seen' energy monitoring guidance document have been detailed for a period of five years.
 - d) In the event that the in-use evidence submitted shows that the as-built performance estimates have not been or are not being met, investigation and identity of the causes of underperformance and mitigation measures shall be detailed and set out in the relevant comment box of the 'be seen' spreadsheet. An action plan comprising such measures must be

prepared and agreed in writing with the local planning authority. The measures approved by the local planning authority must be implemented in accordance with the approved details.

- 37) The development shall not be occupied until such time as a Travel Plan has been submitted to and approved in writing by the local planning authority. The development shall operate in full accordance with all measures identified within the Travel Plan from first occupation.

The Travel Plan shall specify initiatives to be implemented by the development to encourage access to and from the site by a variety of non-car means, shall set targets and shall specify a monitoring and review mechanism to ensure compliance with the Travel Plan objectives.

Within the timeframe specified by the approved Travel Plan (as agreed under the above parts of this condition), evidence shall be submitted to demonstrate compliance with the monitoring and review mechanisms specified within the approved Travel Plan.

APPEARANCES

FOR THE LOCAL PLANNING AUTHORITY

Mark O'Brien O'Reilly. He called:

Peter Ashby	RIBA MRTPI	Royal Borough of Greenwich
Lesley AgyeKumaa-Sasu	MSc BSocSC(Hons)	Royal Borough of Greenwich

FOR THE APPELLANT

James Neill. He called:

Charles Rose	BA (Hons)	Heritage Practice
Mandip Sahota	BA DipTP MRTPI	NTA Planning LLP

INQUIRY DOCUMENTS

1. Bat Surveys, The Albion, 48 Woolwich Church Street, Woolwich, London, Middlemarch Environmental, August 2022.
2. Appellant's Opening Statement, 21 January 2025.
3. Local planning authority's Opening Statement, 21 January 2025.
4. Appellant revised floor plans, 21 January 2025.
5. Latest draft s106, 22 January 2025.
6. Draft list of 'without prejudice' conditions, 22 January 2025.
7. Mayor of London, Energy Assessment Guidance, GLA guidance on preparing energy as part of a planning application, June 2023.
8. HSE consultation response dated 6 March 2023.
9. Draft Reg 122 CIL compliance statement, 22 January 2025.
10. HSE consultation response dated 30 May 2023.
11. NHS, London Healthy Urban Development Unit, 22 January 2025.
12. Floor level letter, Jomas Engineering Environmental, 16 January 2025.
13. Flood Risk Assessment and Drainage Strategy, 48 Woolwich Church Street, Woolwich, London SE18 5NN, March 2023.
14. Walking map for Inspector, submitted 22 January 2025.
15. Ecological Survey Letter of Validation, Summary of Ecological Surveys, Wychwood Environmental, January 2025.
16. Local planning authority's Closing Statement, 27 January 2025.
17. Appellant's Closing Statement, 27 January 2025.

Post Inquiry Documents

1. Finalised list of 'without prejudice' planning conditions, with accompanying supporting documents, appeal decision reference 3343692 (Victory Parade, Plumstead Road, Greenwich), Air Quality Assessment – 48 Woolwich Church Street, March 2023, Why SBD ensures greater security than ADQ (Security by Design, Official Policy Security Initiative), TRI Fire letter dated April 2023, and HE Archaeology Advisor consultation, January 2025, submitted.
2. S106 agreement dated 5 February 2025.

3. Appellant's confirmation of acceptability of Pre-Commencement conditions, 10 February 2025.
4. Reg 122 CIL compliance statement, 10 February 2025.