



Appeal Decisions

Site visit made on 5 March 2026

by **G Robbie BA(Hons) BPI MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 5 June 2026

Appeal A Ref: APP/E5330/W/25/3362814

Land to Rear of East Greenwich Fire Station, Ramac Way, Charlton, London, SE7 7AX

- 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 Sivyer Logistics Ltd C/O Aggregate Industries UK Ltd against the decision of Royal Borough of Greenwich.
 - The application Ref is 23/1183/F.
 - The development proposed is Permanent retention of current temporary construction storage and logistics yard (Use Class B8) with modular buildings for staff welfare, installation of acoustic barrier surrounding site and other associated development.
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Appeal B Ref: APP/E5330/C/25/3362770

Land Rear of East Greenwich Fire Station, Ramac Way, Charlton SE7 7AX

- The appeal is made under section 174 of the Town and Country Planning Act 1990 (as amended).
- The appeal is made by Mr Sam Taylor (Sivyer Logistics Ltd C/O Aggregate Industries UK Ltd) against an enforcement notice issued by Royal Borough of Greenwich.
- The notice was issued on 24 February 2025.
- The breach of planning control as alleged in the notice is without planning permission, a material change of use of the land for the storage of construction material and logistic yard and the construction of modular buildings and wall at the Land at the Rear of East Greenwich Fire Station, Ramac Way, Charlton SE7 7AX.
- The requirements of the notice are to:
 - Cease the use of the land referred as Land at the Rear of East Greenwich Fire Station, Ramac Way, Charlton SE7 7AX for the storage of construction material and logistic yard.
 - Remove in its entirety the block wall and portacabins.
 - Cease the use of the site for HGV vehicle parking. Remove all HGV vehicles from the site.
 - Remove from the land all materials resulting from the carrying out of the above steps.
- The period for compliance with the requirements is:
Three months.
- The appeal is proceeding on the grounds set out in section 174(2)(f) and (g) of the Town and Country Planning Act 1990 (as amended).

Summary Decision: The appeal is dismissed and the enforcement notice is upheld with corrections and variation in the terms set out below in the Formal Decision.

Formal Decisions

Appeal A

1. The appeal is allowed and planning permission is granted for construction storage and logistics yard (Use Class B8) with modular buildings for staff welfare, installation of acoustic barrier surrounding site and other associated development at land to rear of East Greenwich Fire Station, Ramac Way, Charlton, London, SE7 7AX in accordance with the terms of the application, Ref 23/1183/F, subject to the conditions in the attached Schedule of Conditions.

Appeal B

2. It is directed that the enforcement notice is corrected by:

The substitution of the plan annexed to this decision for the plan attached to the enforcement notice.

and

At section '**3. The Matters which appear to constitute the breach of planning control**' the deletion of the words "*...at the Land at the Rear of East Greenwich Fire Station, Ramac Way, Charlton SE7 7AX*".

And varied by:

At section '**5. Time for Compliance**' the deletion of the words "*...three (3) months...*" and their replacement with the words "*...twelve (12) months...*".

Subject to the corrections and variation, the enforcement notice is upheld.

Appeals A and B - Preliminary Matters

3. Although the planning application was initially made in the name of Mr Simon Sivyer of Sivyer Logistics Ltd, both Appeal A and Appeal B were made in the name of Mr Sam Taylor, also of Sivyer Logistics Ltd, albeit with the further addition of Aggregate Industries UK Ltd. As Sivyer Logistics Ltd is common to both, I am satisfied that both appeals should proceed in that name and on that basis.
4. The appeal site's address differs slightly between that set out on the planning application form (Appeal A) and that on the enforcement notice (Appeal B). I am satisfied however that both adequately describe the appeal site's location and that it is not necessary to correct this slight discrepancy.
5. The application for planning permission to which Appeal A relates was initially described in different terms upon its submission. It is clear that a revised description was agreed upon during the course of the application's consideration and that that was the basis upon which the application was determined. I have adopted that development description in the banner heading above in relation to Appeal A with the omission of superfluous wording and have determined the appeal accordingly.
6. With regard to the content of the appeal scheme considered within the scope of Appeal A, it is noted that the plans considered by the Council include notation showing an acoustic fence within the appeal site. I am also mindful that it is common practice that appeals should not be used to evolve a development scheme and that what is considered at appeal is essentially what a Council had before it at the time of determination. I am satisfied in this respect that references to an acoustic fence are in line with this principle and I have considered the appeal scheme accordingly.
7. With regard to the fourth of the reasons for refusal set out in respect of Appeal A regarding air quality, the positions of both main parties are set out in their respective submissions. Setting aside the timescales involved during the course of the application's determination, the appellant's intention to submit an Air Quality Assessment during the course of the application was indicated but that the determination of the application forestalled its submission and consideration. Whilst mindful of the principles regarding the submission of evidence at appeal, it is not uncommon for evidence to be submitted to rebut reasons for refusal, based upon the undertaking of particular survey or reporting work in the interim.

8. The Council is critical of the appellant that an AQA was not submitted with either the application or appeal submissions and that it had not therefore had a chance to consider this evidence at the appeal stage. The appellant's intention has been clearly stated in this regard in the appeal submissions from the outset. I am satisfied that the AQA was part of the appeal submission and is before me for the purposes of the appeal's consideration. It is not clear why the Council has not identified the AQA or commented upon it given its presence within the appeal submissions. I have determined the appeal accordingly.

Appeal A

Main Issues

9. The main issues are the effects of the appeal scheme upon:
- The character and appearance of the appeal site and the surrounding area, with particular regard to the block wall;
 - Parking provision;
 - The living conditions of occupants of nearby properties, with particular regard to the effects of heavy goods vehicle (HGV) movements upon residents of properties on the southern side of Woolwich Road; and
 - Air quality.

Reasons

Character and appearance

10. Although there are residential properties opposite the appeal site on Woolwich Road and a short terrace on the site's Holmwood Villas boundary, a mix of builder's merchants on one side, industrial and commercial units to the other and access to a supermarket's service yard and delivery bays to the rear make the appeal site's immediate context and character predominantly commercial in nature. Indeed, from Woolwich Road, the site is barely visible, lying behind the East Greenwich fire station buildings and yard. Only from the junction with Ramac Way does the site's entrance reveal itself by way of a gap in the largely continuous brick wall that runs along the site's eastern perimeter.
11. The visible elements of the site's existing boundary treatment along Ramac Way are mixed. A tall brick wall, interspersed with blocked up door and gate openings, of variable height topped in places by spikes. Towards the rear of the eastern perimeter and the rear boundary of the site with the supermarket's service yard, the brick wall is replaced by metal palisade fencing. At this point, a second line of concrete blocks, forming a taller wall, runs inside the more piecemeal outer perimeter. It is this arrangement, extended across the entire rear site perimeter and almost all of the eastern perimeter, that the appeal scheme seeks approval for.
12. The concrete blocks that form the wall, and the resulting wall itself, would be both functional and utilitarian in appearance. However, for the most part those blocks would be hidden behind the existing brick wall. Where they would be visible above the existing wall they would provide a consistent, level height to the wall, albeit inside the line of the existing wall. Although the appeal scheme represents a missed opportunity to replace the existing brick wall (of varying heights) and metal

palisade fencing along the site's eastern and northern perimeters, it would create a more consistent height to the site's eastern perimeter. Moreover, much of that additional height would be largely screened behind the existing masonry walls.

13. Where it would be more visually exposed would be towards the rear corner of the site's perimeter. However, that area is heavily characterised by an access road to rear of the supermarket and the car park, forecourt and service yards of the adjacent small commercial and industrial units to the east of Ramac Way. Neither the size nor the appearance of the block wall would be unduly or unacceptably harmful to the character or appearance of the appeal site or, having regard to the nature and character of the immediately surrounding areas, to that of the areas around the site on Ramac Way, or to the rear of the site.
14. The Council has expressed concern that the appellant has sought to introduce an altered proposal for the external wall by way of a suggested condition and the content of two particular paragraphs¹ of the appellant's Planning Appeal Statement. Other than repairs to the existing fabric of the external perimeter walls, particularly those areas around Holmwood Villas, the additional height of the blockwork walls would be seen in the context of the functional enclosures and service yard areas of surrounding land uses. In this context, there would be little to be gained by seeking further revisions to these elements or areas in the manner additionally suggested by the appellant in the Planning Appeal Statement. The acoustic screen fence itself would be limited to an area closer to Holmwood Villas where it would fulfil a more functional purpose in assisting in noise attenuation at the point of the closest residential receptors to the site's interior, and would also be inside the site and partially screened by the existing boundary wall.
15. Given the indicated location of the acoustic fence within the site, set away from the immediate site boundaries, I am satisfied that this would be a proportionate response to balancing operational needs with the protection of nearby resident's living conditions. The siting of the portable buildings close to the site's boundary with Holmwood Villas would bring built development closer to those residential properties, but the nature of the existing boundary treatment at that point, to be repaired as part of the appeal scheme, and the layout of Holmwood Villas itself, are such that these elements of the proposal would not cause harm to the character or appearance of that part of the surrounding area.
16. The Council has queried the detail of the acoustic fence and the appellant's proposed approach to it by way of planning condition. The acoustic fence itself is not specifically referred to in the reason for refusal in respect of this main issue. Its position is shown on the submitted plans and its appearance and height indicated and described on those same plans. The use of a planning condition to secure the final details of the acoustic fence in the position shown on the submitted plans would be reasonable and necessary.
17. London Plan (LP) Policy D3 and Royal Greenwich Local Plan: Core Strategy with Detailed Policies (RGLP) Policy DH1 seek to secure high quality development that contributes positively to local context. Developments should make the best of use the site and land and the most appropriate form of use of the site. The Council accepts that the principle of the use of the site as a construction logistics yard would be acceptable in principle. The role that such sites play in supporting

¹ Paragraphs 6.22 and 6.23

development within the Borough and across London contributes to the wider benefit of local businesses, employment, industrial capacity of those areas.

18. Whilst elements of the proposal would be functional and utilitarian in their appearance and form I am satisfied that the context of the appeal site and the character of the area immediately surrounding the site perimeter where the blockwork walls would be sited, are such that they would not appear harmfully overbearing or dominant, or otherwise cause harm to the character or appearance of the appeal site in the context of those surroundings. Where the site is viewed more widely from Woolwich Road with its different context and character, it is set back behind intervening land uses and buildings. The areas of blockwork wall would be towards the rear side and rear of the site and be further still from these vantage points and would avoid harm to the character or appearance of the appeal site, or those areas surrounding it. There would be no conflict with the provisions of LP Policy D3 or RGLP Policy DH1 in this respect.

Parking provision

19. The site's interior is currently, and proposed to be, kept largely open and free from plant, machinery or buildings. The area of the site adjacent to the northern site boundary, and a short stretch of the eastern site perimeter, would feature concrete-block walled storage bays for the storage of aggregate for later distribution. The majority of the site's interior would be given over for the overnight parking of heavy goods vehicles (HGVs).
20. In this respect, the plans indicate sufficient space for the overnight parking of up to 80 HGVs. These HGVs would generally depart from the site at the start of the day and return later, the appellant indicating a broad 'AM' and 'PM' shift pattern for HGV movements. The modular office buildings would accommodate up to 6 staff members on-site, with the proposed 38 parking spaces utilised by both on-site staff and driving staff.
21. There is some disagreement between the main parties as to the site's PTAL rating; the Council referring to PTAL4 and the appellant PTAL2/3. However, access to public transport facilities is not poor in real terms given relative proximity to bus and tube facilities. The Council refer to the proposed 38 parking spaces as being a significant over-provision, but without referring to specific parking requirements for such uses or a particular figure for the level and nature of the proposed scheme.
22. In the context of the appeal scheme catering for up to 80 HGVs parked overnight ahead of use in the distribution of aggregate to construction sites, the provision of 38 parking spaces for employees would not in my judgement be excessive. On-site employment numbers would be altogether more limited, but the appeal proposal would nevertheless be a significant employment generator with commuting to the site likely to be condensed into earlier and less sociable hours associated with the servicing of development sites. The disagreement between the parties as to the extent to which the appeal site's location might be described as accessibly and sustainably located in PTAL terms is noted. Nevertheless, and whilst I have no compelling reason to doubt either party's submissions regarding the scope and frequency of early morning and evening public transport provision, the appeal scheme would strike an appropriate balance between accessibility by public transport and catering for employees arriving for work in connection with an operational business model of a long working day with early starts and late finishes.

23. Given the flexibility inherent in a case-by-case basis approach to developments such as that proposed by the appeal scheme, as referred to by both main parties, the appeal scheme presents a proportionate response and balance to the site's accessibility. I am not persuaded that the appellant's proposal for the internal layout of the site, with up to 38 parking spaces largely provided around the internal perimeter of the appeal site, would amount to an over-provision of car parking that would deter or otherwise discourage the sustainability of access to the site. There is sufficient scope within the site to ensure, by way of a suitably worded condition, that sufficient promotion of sustainable travel alternatives could be secured in the form of appropriate provision of cycle parking, electric vehicle charging point and accessible parking spaces. As such, the proposal would not be inconsistent with the provisions of LP Policies T1, T2 and T6, or RGLP Policies IM4 and IM(c) which seek to encourage development proposals that are consistent with accessibility by a range of means of transport. Nor has it been demonstrated that the provision of parking would exceed a maximum parking standard for the type and nature of development and use proposed.

Living conditions – vehicle movements

24. At the time of my visit to the site Woolwich Road appeared to be a busy route. Whilst I appreciate that this provides me with just a snapshot in time during a mid-morning period, it is nevertheless clear that it is a busy road. The use of the site for logistics purposes is long standing. The appellant's occupation of the site is also long standing, albeit that the lawfulness of its operation in a manner akin to the current appeal scheme has been questioned by the local planning authority since 2015. Prior to 2015, it operated within the scope of temporary permissions² for storage and distribution purposes in connection with utility service providers.
25. The appeal site is surrounded by a mixture of commercial uses. Those also include the fire station and its yard, and all are likely to generate a range of vehicle movements across a lengthy working day and, in the case of the fire station, also at unpredictable times beyond the traditional working day. Whilst there appear to be residential properties along the southern side of Woolwich Road, these are not directly adjacent to the appeal site or the areas within the site where vehicles would be moving. Indeed, nor are there residential properties immediately adjacent to the junction of Ramac Way and Dupree Road with Woolwich Road, from where vehicles having already left the site on to Ramac Way would join the wider local highway network.
26. Nevertheless, beyond the immediate presence of commercial properties around this junction, two terraces of predominantly residential properties extend away from the junction. It is past these two terraced blocks that HGV movements from the site would disperse and radiate to serve development sites across the local area and London.
27. The majority of the vehicle movements associated with the appellant's business would occur at the beginning and end of the day when traffic levels might otherwise be expected to be lower than at peak times and during the main part of the day. Background noise levels would be likely to be similarly lower at those times. However, an essentially commercial location in an urban context on a road such as

² LPA Ref Nos: 10/2488/F and 13/02024/F

Woolwich Road is unlikely to be especially tranquil, and nor are HGV movements particularly uncommon given the nature of the site and its immediate surroundings.

28. The appellant's updated technical note³ submitted with the appeal are clear that the levels of noise likely to be generated by the movement of HGVs associated with the operation of the site would be unlikely to be of a sufficiently high level to amount to a significant observed adverse effect. Whilst the comings and goings of HGVs, and the noise associated with those comings and goings, would be appreciable over and above the baseline established in the technical note, it has not been demonstrated that this would cause significant harm to the living conditions of occupiers of those residential properties on the southern side of Woolwich Road. Nor would such noise be uncommon in the context of the appeal site, due both to the nature of Woolwich Road and, particularly, the adjacent commercial and industrial areas served from Ramac Way.
29. No compelling evidence leads me to conclude that, in the context of the appeal site's nature and character, and that of the predominant characteristics of much of the surrounding area, that significant adverse impact would result from the operation of the appeal site in the manner proposed. Vehicle movements associated with the operation of the appeal site would increase, particularly earlier in the day, when compared with the baseline figure set out by the appellant, but it is unlikely that that would be present over an extended period of time. Operations within the site could be sufficiently mitigated and managed to avoid harm to the living conditions of occupiers of nearby residential properties and, having noted the high bar⁴ established by LP Policies D13 and D14 and RGLP Policy E(a), I am satisfied that the proposal would not result in conflict with the broad aims and objectives thereof.

Air quality

30. The appellant's Air Quality Assessment (AQA), which was submitted alongside the appeals, was not before the Council at the time that the application was determined. Whilst the Council go on to state that no AQA was submitted with the appeals, I have an AQA before me as part of the appeal submission⁵. That being so, it is not clear why the Council have not considered this submission as evidence to rebut the third of the reasons for refusal when it was submitted with the appeal submissions.
31. The AQA concludes that concentrations of air pollutants have decreased over recent years along Woolwich Road and in the vicinity of the appeal site. The AQA presents an air quality neutral assessment of the proposal, concluding that when compared with a baseline of zero site operations / vehicle movements, an increase in NO₂ equivalent to 1% of the air quality objective for the area would arise. As a consequence the effect on local air quality would be not significant.
32. LP Policy SI1 and RGLP Policies E(a) and E(c) seek collectively to improve air quality and ensure that proposals do not lead to further deterioration of existing poor air quality. Proposals must be at least air quality neutral and planning permission will not normally be granted for proposed development which would have a significant adverse effect on the amenities of adjacent occupiers or uses.

³ Quantum Acoustics (Ref QA25004.1)

⁴ Significant adverse effect

⁵ IDOM: Air Quality Assessment (AQA-22704-24-225) (March 2025)

The Council's assumption that as the proposal is for the movement of aggregates that it would be 'reasonable to assume' that it would result in air quality impacts has not been substantiated, with no evidence or technical consultee response to underpin that assumption. In the context of the officer committee report accepting the principle of the use of the site as a construction logistic yard and the conclusions of the AQA, it has not been demonstrated that the proposal would not be air quality neutral, or that it would result in significant adverse effects on the living conditions of occupiers adjacent to the site and on Woolwich Road in the vicinity of the entrance to the site from Ramac Way. Subject to the measures set out within the AQA, there would be no conflict with the aims and provisions of LP Policy S11 or RGLP Policies E(a) or E(c).

Conditions

33. I have carefully considered the list of conditions suggested by the local planning authority in the context of the advice and guidance set out in the Planning Practice Guidance and the Framework.
34. Time limit and plans conditions are necessary, reasonable and relevant in the interests of good planning and to provide certainty. I have imposed conditions relating to the submission, agreement, implementation and retention of noise and air quality mitigation measures, which are reasonable and necessary in the interests of the living conditions of occupiers of nearby residential properties and air quality. Conditions regarding the details of cycle parking and storage, electric vehicle charging point and accessible parking spaces, and the details of the modular buildings and acoustic fence have been imposed in the interests of encouraging sustainable accessibility choices and in the interests of character and appearance.

Conclusion

35. For the reasons set out, and having considered all other matters raised, I conclude that the Appeal A should succeed.

Appeal B

The Notice

36. It is noted that the site location plan for the purposes of the planning application (Appeal A) differs from that which accompanies the notice (Appeal B), the difference being the inclusion of a broadly triangular 'wedge' of land along the site's southern boundary with the East Greenwich fire station site. The piece of this 'wedge' that adjoins Ramac Way is the point from which access to the site is taken.
37. Both parties have confirmed, as also did my visit to the site, that the area of land represented by the additional 'wedge' on the planning application plan is 'part and parcel' of the appeal site compound, its use and its operation. The notional alignment of the red line 'boundary' from the notice's plan is undefined on the ground and there is no distinction in either the existing layout of the appeal site either side of this 'line' or that of the proposed site layout as set out within the Appeal A scheme. I am satisfied therefore that the wedge of land outwith the original notice for the purposes of Appeal B but within the scope of the Appeal A scheme was intended to be within the notice's scope and that it can reasonably be

considered a continuous and integral part of the appeal site. I shall therefore correct the notice's plan accordingly.

38. With regard to Appeal B and the wording of the notice's allegation, I have corrected the allegation to remove those elements that do not describe acts of development, namely the inclusion of the appeal site address within the allegation. I am satisfied that in doing so neither party would be disadvantaged and I have corrected the notice accordingly.

The appeal on ground (f)

39. An appeal on ground (f) is that the steps required by the notice to be taken exceed what is necessary to remedy the breach of planning control that has arisen. Whilst I am mindful that a separate appeal under section 78 of the Act has been lodged (Appeal A), in the absence of a ground (a) appeal in respect of Appeal B, the planning merits of the appeal scheme as arise from the allegation do not fall to be considered within the remit of Appeal B.
40. The notice requires the cessation of the use of the land for the storage of construction material and as a logistics yard; the removal of the block wall and portable cabin buildings and the cessation of the use of the site for HGV vehicle parking and the removal of those vehicles from the site. These are the matters alleged to have constituted the breach of planning control, and whilst there is broad agreement as to the previous use and nature of the appeal site over a lengthy period of time, it does not fall within the remit of an appeal on ground (f) to consider the lawfulness of those previous uses.
41. I am satisfied that the purpose of the notice is to remedy the breach of planning control and as such, its requirements do not exceed what is necessary to remedy the breach of planning control. I have considered the planning merits arising from the development as expressed in the notice and considered within the s78 appeal (Appeal A) separately. Planning merits do not fall before me in respect of ground (f) (or ground (g)) and thus I conclude that the appeal on ground (f) must fail.

The appeal on ground (g)

42. An appeal on ground (g) is that any period specified in the notice in accordance with s173(9) of the Act falls short of what should reasonably be allowed. In this instance, the notice's requirement for a period of 3 months would, the appellant states, present an unreasonably short time frame for compliance. Whilst the development of the site in the manner, and for the nature of use, proposed would not entail significant physical works, the logistics of redeploying a fleet of HGVs from their current operating base to a safe and secure alternative would not, the appellant argues, be the work of a minute.
43. I agree. Nor would the logistics arising from the resultant relocation in terms of the supply of aggregates to development sites, if indeed an appropriate site could be identified and secured for the level of development proposed. Although the Council are critical of the appellant for not providing evidence to explain or demonstrate why a longer period of time is sought, such as quotes for the relocation of the operations, an explanation of the various challenges presented by a 3 month period has been set out.

44. Whilst a longer period for compliance with a notice's requirements could be perceived as a grant of a temporary planning permission, I am satisfied that in this instance a longer period would be both reasonable and justified on the basis of the evidence before me. The appeal on ground (g) succeeds in so far as I shall amend the notice to allow for a 12 month period for the undertaking of its requirements.

Conclusion on Appeal B

45. I conclude that the period for compliance within the notice falls short of what is reasonable to carry out the required works. I shall vary the enforcement notice prior to upholding it. The appeal on ground (g) succeeds to that extent and so the enforcement notice will be upheld with a variation (and correction as stated elsewhere, above).

Appeals A and B overall conclusion

46. For the reasons set out above in respect of Appeal A, and having considered all other matters raised, I conclude that the Appeal A should succeed. With regard to Appeal B, the appeal fails in respect of ground (f) and succeeds on ground (g) to the extent that the enforcement notice will be upheld with a variation (and correction as set out separately, above).
47. Section 180(1) of the Act provides that, where, after the service of an enforcement notice, planning permission is granted for any development carried out before the grant of that permission, the notice shall cease to have effect so far as inconsistent with that permission. This means that the planning permission granted by virtue of the success of Appeal A overrides the notice to the extent that the planning permission authorises what is being enforced against.

G Robbie

INSPECTOR

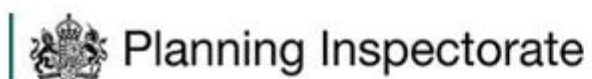
Appeal A Schedule of Conditions

- 1) The development hereby permitted shall begin not later than 3 years from the date of this decision.
- 2) The development shall be carried out strictly in accordance with the application plans, drawings and documents hereby approved and as detailed below:

A 0001-P1, A 0010-P1, A 0020-P1, A 0030-P1, A 0110-P2, A 0111-P2, A 0200-P2, A 0300-P1, Flood Risk Assessment and Drainage Strategy prepared by Mayer Brown (September 2022), Transport Technical Note Rev A prepared by Mayer Brown (dated 30 January 2024), Noise Impact Assessment (dated March 2023), Technical Note (Quantum Acoustics dated 21 March 2025), Planning Statement prepared by NTR Planning ref 3927/GC (April 2023), Air Quality Assessment (IDOM, Ref AQA-22704-24-225, Dated March 2025) and Site Management Plan.
- 3) The development shall be implemented in accordance with those noise mitigation strategies set out within the Noise Impact Assessment (dated March 2023) and Technical Note (dated 21 March 2025), and shall thereafter be retained as such.
- 4) a) Prior to the commencement of the development hereby approved, full details of a minimum of 18 Cycle Parking Spaces and 9 Short Stay Cycle Parking Spaces shall be submitted to, and approved in writing by, the Local Planning Authority. The cycle parking shall be implemented in accordance with the requirements of the London Cycle Design Standards. The development shall thereafter be implemented in accordance with the approved details.
- 5) a) Prior to the commencement of the development hereby approved, full details for a scheme of Electric Vehicle Charging Spaces shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved details.
- 6) a) Prior to the commencement of the development hereby approved, full elevation, section and materiality details of the proposed modular buildings and the acoustic screen fence within the application site shall be submitted to, and approved in writing by, the local planning authority. The development shall thereafter be implemented in accordance with the approved details.
- 7) The development shall be implemented in accordance with those air quality mitigation measures identified within the submitted Air Quality Assessment (IDOM dated March 2025 Ref AQA-22704-24-225) and shall thereafter be retained as such.

**** end of Schedule ****

Appeal B



Plan

This is the plan referred to in the Enforcement Notice dated: [REDACTED]

by G Robbie

Land Rear of East Greenwich Fire Station, Ramac Way, Charlton SE7 7AX

Reference: APP/E5330/C/25/3362770

Scale: Not to Scale



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