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**Directorate of Regeneration,
Enterprise & Skills**
The Woolwich Centre, 5th
Floor
35 Wellington Street
London, SE18 6HQ

20/1730/O

27 June 2022

DECISION NOTICE - OUTLINE PLANNING PERMISSION APPROVED

Dear Hannah Whitney,

**Town & Country Planning Act 1990 (As Amended)
Town & Country Planning (Development Management Procedure)(England) Order 2015**

Site: MORDEN WHARF LOCATED OFF TUNNEL AVENUE, GREENWICH, LONDON, SE10 0NU

Applicant: Cathedral (Greenwich Beach) Ltd and Morden College

Proposal: Hybrid planning application comprising outline planning permission with all matters reserved (43,475 sqm site area) and full planning permission (12,992 sqm site area). Outline permission is for the demolition of existing on-site buildings and structures (except the Southern Warehouse) and phased mixed-use redevelopment comprising: up to 1,500 residential dwellings; up to 17,311 (sqm GIA) of commercial floorspace (Class A1/A2/A3/A4/B1/B1c/ B2/B8/D1/D2); and associated car and cycle parking, public realm and open space, hard and soft landscaping, highway and transport works, and associated ancillary works. Full planning permission is for the change of use of part of the Southern Warehouse from Class B1c/B2/B8 to B1c/B2/B8/A3/A4; refurbishment (including mezzanines) and external alterations to part of the Southern Warehouse; change of use of the Jetty to public realm and installation on the Jetty of Gloriana Boathouse (use class D1/D2); access; landscaping and public realm works including new river wall and upgraded Thames Path. (This application is an EIA development and is accompanied by an Environmental Statement) (Amended Plans - Reconsultation)

Drawings Plans: Site Location Plan A-00-01-101, Phasing Plan P-00-001 (Rev. 01), Proposed Site Plan 4482-CA-01-00-DR-A-01051 (Rev. 01), PROPOSED GROUND FLOOR PLAN - SOUTHERN WAREHOUSE 4482-CA-01-GF-DR-A-01201, PROPOSED FIRST FLOOR PLAN - SOUTHERN WAREHOUSE 4482-CA-01-M1-DR-A-01202 (Rev. 01),

PROPOSED ROOF PLAN – SOUTHERN WAREHOUSE
4482-CA-01-RL-DR-A-01203, PROPOSED ELEVATIONS
-SOUTHERN WAREHOUSE 4482-CA-01-XX-DR-A-02101,
PROPOSED SECTIONS - SOUTHERN WAREHOUSE
4482-CA-01-XX-DR-A-03101, DETAILED ELEVATION WINDOW
BAY- SOUTHERN WAREHOUSE 4482-CA-01-XX-DR-A-31001,
Proposed Landscape General Arrangement (DETAIL) L-00-11-001
(Rev. 04), Proposed Landscape Hardworks (DETAIL) L-00-11-101
(Rev. 04), Proposed Landscape Softworks (DETAIL) L-00-11-201
(Rev. 03), Proposed Landscape Levels (DETAIL) L-00-11-301 (Rev.
04), General Landscape Sections L-00-20-302 (Rev. 02), Proposed
Kerbs and Edges Plan (DETAIL) L-00-11-401 (Rev. 03), ARRIVAL
PLAZA DETAIL PLAN L-00-11-801, Proposed Morden Park Square
Detail Plan (DETAIL) L-00-11-802 (Rev. 01), PROPOSED SITE PLAN
311_P_10_01, PROPOSED BOATHOUSE/CRANE PLAN
311_P_20_01, PROPOSED SITE SECTION BB 311_P_30_02,
PROPOSED SITE ELEVATION A 311_P_40_01, PROPOSED SITE
ELEVATION B 311_P_40_02, PROPOSED SITE ELEVATION C
311_P_40_03, PROPOSED SITE ELEVATION D 311_P_40_04, River
Wall Key Plan and Sections Sheet 01 MW-SK-S-0107 (Rev. 03), River
Wall Key Plan and Sections Sheet 03 MW-SK-S-0108 (Rev. 01), River
Wall Key Plan and Sections Sheet 04 MW-SK-S-0109 (Rev. 01),
Bridge Link MW-SK-S-0110 (Rev. 03), River Wall Proposed “Zigzag”
3D view MW-SK-S-0111 (Rev. 00)

Parameter Plans: PLANNING APPLICATION BOUNDARY PLAN
A-001, EXISTING BUILDINGS TO BE RETAINED, DEMOLISHED OR
ALTERED PLAN A- 002, EXISTING TREES TO BE RETAINED OR
REMOVED PLAN A-003, EXISTING SITE LEVELS A-004,
PROPOSED MAXIMUM GROUND LEVELS PARAMETER PLAN
A-005, PROPOSED BASEMENT EXTENT AND USES PARAMETER
PLAN A-006 (Rev. 01), PROPOSED GROUND AND FIRST FLOOR
USES PARAMETER PLAN A-007, PROPOSED UPPER LEVEL
FLOOR USES PARAMETER PLAN (SECOND FLOOR AND ABOVE)
A-008, PROPOSED ROOF PARAMETER PLAN A-009, PROPOSED
RANGE OF BUILDING HEIGHTS PARAMETER PLAN A-010,
PROPOSED GROUND LEVEL LANDSCAPE AND OPEN SPACE
PARAMETER PLAN A-011 (Rev. 01), ACCESS, CIRCULATION &
STREETS PARAMETER PLAN A-012 (Rev. 01), MINIMUM
BUILDING DISTANCES PARAMETER PLAN A-013.

Reports: Design Code (August 2021), Design and Access Statement
(August 2021), Planning Statement (June 2020), Affordable Housing
and Viability Statement (2020), Financial Viability Assessment
Addendum (May 2021), Statement of Community Consultation,
ARBORICULTURE IMPACT ASSESSMENT (May 2020), BASEMENT
IMPACT ASSESSMENT (26th March 2021), Demolition and
Construction Management and Logistics Plan (Rev. 01), OUTLINE
ENERGY STRATEGY (Rev. P07), Detailed Element Energy Strategy
(Rev. P06), FOUL SEWAGE AND UTILITIES ASSESSMENT (May
2020), FUTURE MOBILITY TRENDS REPORT,
GEOENVIRONMENTAL AND GEOTECHNICAL INTERPRETIVE
REPORT (March 2020), Non-residential Ventilation Strategy (May

2020), Residential Glazing and Ventilation Strategy (May 2020), Ventilation Strategy for SW1 and SW2 (May 2020), HEALTH IMPACT ASSESSMENT (May 2020), Overheating Report (March 2020), Retail Impact Assessment (April 2020), Site Waste Management Plan (Rev. C), SITE WIDE DRAINAGE STRATEGY (March 2020), SUSTAINABILITY STATEMENT (including BREEAM Pre-Assessment) (May 2020), SUSTAINABLE DESIGN AND CONSTRUCTION STATEMENT, Transport Assessment (2020), Transport Assessment Addendum (April 2021), Interim Framework Travel Plan (April 2021), Parking Design and Management Plan (April 2021), Delivery and Servicing Plan (July 2021), Morden Wharf Bus Note (version 5), Trip Gen Note Appendix A2 (April 2020), Morden Wharf 'Car Free' Development Vehicle Trip Generation (July 2021), Technical Note River Wall Options (October 2020), Circular Economy Statement for Detailed Application (January 2021), INTERNAL DAYLIGHT/SUNLIGHT, SUN HOURS ON GROUND ASSESSMENT (March 2021), OUTLINE FIRE STRATEGY (May 2020),

Environmental Statement dated May 2020, with addendums dated April 2021, prepared by Ramboll

The Royal Borough of Greenwich as Local Planning Authority grants planning permission for the development described above and referred to in your application dated 15 June 2020.

There are 107 further conditions which are set out within this decision notice..

Environmental information was submitted with this application for the purposes of the Town and Country Planning (Environmental Impact Assessment) Regulations 1999. The environmental information was taken into consideration by the local planning authority in dealing with this application.

Yours faithfully



Assistant Director

Notes

The Council in assessing the merits of this application have taken into consideration the provisions of the National Planning Policy Framework

You are reminded that you may also require approval under the Building Regulations. Advice and application forms can be obtained from Building Control at this address, by telephone on 020 8921 5413 or by emailing building.control@royalgreenwich.gov.uk

SCHEDULE OF CONDITIONS, REASONS and INFORMATIVES

Application Reference: 20/1730/O

At: MORDEN WHARF LOCATED OFF TUNNEL AVENUE, GREENWICH,
LONDON, SE10 0NU

Condition 1

Time Limit – Detailed - The detailed part of this development to which this permission relates must be begun not later than the expiration of three (3) years beginning with the date on which the permission is granted.

Reason 1: As required by Section 91 of the Town and Country Planning Act 1990.

Condition 2

Approved Drawings - The development hereby approved shall be carried out in accordance with the following approved documents.

Approved Plans: Site Location Plan A-00-01-101, Phasing Plan P-00-001 (Rev. 01), Proposed Site Plan 4482-CA-01-00-DR-A-01051 (Rev. 01), PROPOSED GROUND FLOOR PLAN - SOUTHERN WAREHOUSE 4482-CA-01-GF-DR-A-01201, PROPOSED FIRST FLOOR PLAN - SOUTHERN WAREHOUSE 4482-CA-01-M1-DR-A-01202 (Rev. 01), PROPOSED ROOF PLAN – SOUTHERN WAREHOUSE 4482-CA-01-RL-DR-A-01203, PROPOSED ELEVATIONS -SOUTHERN WAREHOUSE 4482-CA-01-XX-DR-A-02101, PROPOSED SECTIONS - SOUTHERN WAREHOUSE 4482-CA-01-XX-DR-A-03101, DETAILED ELEVATION WINDOW BAY- SOUTHERN WAREHOUSE 4482-CA-01-XX-DR-A-31001, Proposed Landscape General Arrangement (DETAIL) L-00-11-001 (Rev. 04), Proposed Landscape Hardworks (DETAIL) L-00-11-101 (Rev. 04), Proposed Landscape Softworks (DETAIL) L-00-11-201 (Rev. 03), Proposed Landscape Levels (DETAIL) L-00-11-301 (Rev. 04), General Landscape Sections L-00-20-302 (Rev. 02), Proposed Kerbs and Edges Plan (DETAIL) L-00-11-401 (Rev. 03), ARRIVAL PLAZA DETAIL PLAN L-00-11-801, Proposed Morden Park Square Detail Plan (DETAIL) L-00-11-802 (Rev. 01), PROPOSED SITE PLAN 311_P_10_01, PROPOSED BOATHOUSE/CRANE PLAN 311_P_20_01, PROPOSED SITE SECTION BB 311_P_30_02, PROPOSED SITE ELEVATION A 311_P_40_01, PROPOSED SITE ELEVATION B 311_P_40_02, PROPOSED SITE ELEVATION C 311_P_40_03, PROPOSED SITE ELEVATION D311_P_40_04, River Wall Key Plan and Sections Sheet 01 MW-SK-S-0107 (Rev. 03), River Wall Key Plan and Sections Sheet 03 MW-SK-S-0108 (Rev. 01), River Wall Key Plan and Sections Sheet 04 MW-SK-S-0109 (Rev. 01), Bridge Link MW-SK-S-0110 (Rev. 03), River Wall Proposed “Zigzag” 3D view MW-SK-S-0111 (Rev. 00)

Approved Reports: Design and Access Statement (August 2021), Planning Statement (June 2020), Statement of Community Consultation, ARBORICULTURE IMPACT ASSESSMENT (May 2020), Demolition and Construction Management and Logistics Plan (Rev. 01), Detailed Element Energy Strategy (Rev. P06), FOUL SEWAGE AND UTILITIES ASSESSMENT (May 2020), FUTURE MOBILITY TRENDS REPORT, GEOENVIRONMENTAL AND GEOTECHNICAL INTERPRETIVE REPORT (March 2020), Non-residential Ventilation Strategy (May 2020), Ventilation Strategy for SW1 and SW2 (May 2020), HEALTH IMPACT ASSESSMENT (May 2020), Overheating Report (March 2020), Retail Impact Assessment (April 2020), Site Waste Management Plan (Rev. C), SITE WIDE DRAINAGE STRATEGY (March 2020),

SUSTAINABILITY STATEMENT (including BREEAM Pre-Assessment) (May 2020), SUSTAINABLE DESIGN AND CONSTRUCTION STATEMENT, Transport Assessment (2020), Transport Assessment Addendum (April 2021), Interim Framework Travel Plan (April 2021), Parking Design and Management Plan (April 2021), Delivery and Servicing Plan (July 2021), Morden Wharf Bus Note (version 5), Trip Gen Note Appendix A2 (April 2020), Morden Wharf 'Car Free' Development Vehicle Trip Generation (July 2021), Technical Note River Wall Options (October 2020), Circular Economy Statement for Detailed Application (January 2021).

Approved Environmental Statement dated May 2020, with addendums dated April 2021, prepared by Ramboll, which includes:

- Volume 1: Main Environmental Statement
- Volume 2: Townscape, Heritage and Visual Impact Assessment
- Volume 3: Environmental Statement Technical Appendices

Reason 2: For the avoidance of doubt and in the interests of proper planning and to ensure that the land uses within the development do not have any effects which have not been assessed in the Environmental Statement.

Condition 3

Development Phasing – Detailed - Prior to the commencement of the development hereby approved, a Phasing Plan showing the location of all phases within the detailed element of the application and the anticipated programme for the phasing of the development, shall be submitted to, and approved in writing by, the Local Planning Authority. The development shall be implemented in accordance with the details and timings of the approved Phasing Plan.

Reason 3: To allow the development process to be managed effectively and efficiently with appropriate build-out times which correspond to the timing of associated infrastructure in accordance with Policy IM1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014). For the purposes of Regulations 2 and 9 of the CIL Regulations (2010) as amended.

Condition 4

Sustainable Design and Construction Measures: Existing Buildings - Detailed

(A) Prior to an approved new use commencing within the existing non-residential buildings (SW1/SW2), the new use shall incorporate and maintain sustainability measures and water saving and monitoring measures to achieve BREEAM Excellent standard for the 'Wat 01' BREEAM water category in line with the BREEAM UK Refurbishment and Fit Out 2014 scheme (or equivalent) and Sustainability Statement Issue 04 prepared by Ramboll (05 May 2020) and Sustainable Design and Construction Statement. Full BREEAM certification is not required.

(B) Within three months from the date of the first new use of the existing non-residential buildings (SW1/SW2), a Water Efficiency Calculator and a BREEAM UK Refurbishment and Fit Out 2014 Post Construction Stage (or subsequent scheme) Assessment and copy of the summary score sheets shall be submitted to the Local Planning Authority for written approval confirming the

sustainability and water saving and monitoring measures in line with Part A and principles of BREEAM UK Refurbishment and Fit Out 2014 scheme have been implemented. Full BREEAM certification is not required for this condition.

The development shall be carried out in accordance with the details as approved and shall be maintained as such thereafter.

Reason 4: In the interest of addressing climate change and to secure sustainable development in accordance with policies D3, SI1, SI2, SI3, SI4, SI7, SI12 and SI13 of the London Plan 2021, Policy DH1 Design of Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014) and Royal Borough of Greenwich Greener Greenwich SPD (2014).

Condition 5

BREEAM New Construction Standards – Detailed - The new non-residential space (the new jetty building) within the development, hereby approved, shall be registered with Building Research Establishment (BRE), achieve BREEAM Rating Excellent and make reasonable endeavours, subject to viability, to achieve Outstanding (based on the latest related BREEAM Technical guidance or subsequent BREEAM version).

(A) Within six months of the completion of the new non-residential space (the new jetty building), an Interim BREEAM (or subsequent scheme) Assessment, copy of the summary score sheets and related Interim Design Certificates all verified by the BRE shall be submitted to and approved in writing by the Local Planning Authority.

(B) Within six months from the date of first use of the new non-residential spaces (the new jetty building), a Post Construction Stage (or subsequent scheme) Assessment, copy of the summary score sheets and related Certification all verified by the BRE shall be submitted to the Local Planning Authority for written approval confirming the BREEAM standard and measures have been implemented.

Following any approval of a 'Post Construction Stage' assessment and certificate of the new non-residential spaces, the approved measures and technologies to achieve the BREEAM Excellent or higher standard shall be retained in working order for the lifetime of the development.

Reason 5: In the interest of addressing climate change and securing sustainable development in accordance with policies: D3, SI1, SI2, SI3, SI4, SI7, SI12 and SI13 of the London Plan 2021; and policies DH1 and E1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 6

Whole lifecycle carbon assessment – Detailed

(A) Prior to the commencement of each phase of the development hereby approved, excluding demolition and site clearance works, a detailed Whole Life-Cycle Carbon Assessment (WLCCA) for the relevant phase shall be prepared in accordance with London Plan Policy SI2 and the draft Whole Life-Cycle Carbon Assessments guidance (as updated) and submitted to the Local Planning

Authority for written approval, in consultation with the GLA. In preparing the WLCCA, the applicant shall consider reporting the embodied carbon of all building elements as per the CIBSE TM65 or RICS Whole Life Carbon Assessment for the Built Environment, 1st Edition.

(B) Prior to the first occupation of SW1, SW2 or the new jetty building, and up to three months after practical completion, the post-construction tab of the GLA's whole life carbon assessment template shall be completed based on the quantities approved by the project Quantity Surveyor and other supporting information provided by the contractor, and in its entirety, in line with the GLA's Whole Life Carbon Assessment Guidance. The post construction assessment (as-built) should provide an update of the information submitted at planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the as-built materials, products and systems including MEP systems, quantities and specifications, element distance travelled from place of origin to site, waste transportation records and site energy used. This should be issued to the GLA at:

ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance and Local Planning Authority for information.

Reason 6: In the interests of sustainable development and ensure the carbon emissions resulting from the materials, construction and MEP and the use of a building over its entire life have been appropriately reduced in line with Policy S12 of the London Plan (2021).

Condition 7

BRE Green Code – Detailed

(A) Prior to the commencement of each phase within the development hereby approved, excluding demolition and site preparation works, details demonstrating that all building materials to be used on the non-residential components of the development comply with the BRE Green Guide to Housing Specification categories A, B or C, shall be submitted to, and approved in writing by, the Local Planning Authority. If the relevant part of the development falls below the C category, proposed measures will be identified to seek to achieve the required categories.

(B) Six months prior to the fit out of the new non-residential buildings (the new jetty building), details demonstrating that the internal building materials to be used within the new non-residential buildings comply with the BRE Green Guide Specification categories A+ to C shall be submitted to and approved by the Local Planning Authority. If the relevant part of the development falls below the A+ to C category, proposed measures will be identified to seek to achieve the required categories.

(C) Details of the external and internal materials to be used on the refurbished non-residential buildings where applicable shall be provided in line with the timescales as per Parts A and B, respectively, to demonstrate that the selected materials have been chosen with the lowest environmental impact possible. The details shall be submitted to and approved by the Local Planning Authority at the relevant timescales.

The development shall be carried out in accordance with the details as approved unless minor variations thereto are otherwise agreed in writing by the Local Planning Authority.

Reason 7: To comply with Policy D3 of the London Plan (2021) and Policy IM4 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 8 Rainwater Recycling System – Detailed

(A) Prior to the commencement of the relevant phase of development hereby approved, excluding demolition and site preparation works and the change of use of SW1/SW2, a report on the feasibility of a rainwater recycling system for irrigation requirements shall be submitted to and approved in writing by the Local Planning Authority.

(B) If a rainwater recycling system is considered feasible, subject to part (A), then within six months of completion of the installation of the large scale rainwater recycling system for each relevant phase, evidence of commissioning and evidence that the rainwater recycling system has been installed in accordance with the details approved under Part (A) shall be submitted to the Local Planning Authority for written approval.

The development shall be carried out in accordance with the details as approved, shall be maintained as such thereafter and shall not be amended without the prior written consent of the Local Planning Authority.

Reason 8: To reduce the amount of potable water consumed from the water mains supply and contribute towards the sustainable use of water to comply with Policy D8, SI13 of the London Plan (2021) and Policy DH1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 9

Overheating and Cooling - Non-residential - Prior to the commencement of each relevant phase of the development hereby approved, excluding demolition and site preparation works, details of the dynamic thermal modelling using the guidance and criteria provided in CIBSE TM52 & TM49 (DSY1, DSY2 and DSY3) and the Cooling Hierarchy, which demonstrate how SW1 (if converted to A3 or A4 use) and the new jetty building perform against and surpass the overheating criteria, shall be submitted to the Local Planning Authority for written approval. The details of any additional measures to be incorporated into the new jetty building to minimise the risk of overheating (without active cooling first) shall also be submitted and evidence that these measures can and will be incorporated into the development if the dynamic thermal modelling demonstrates that overheating would occur. Compliance with Criterion 3 of the Building Regulations should also be demonstrated and the actual cooling demand (kW/m²) (if required) should be demonstrated to be significantly reduced compared to the notional. SW1 (if converted to A3 or A4 use) and the new jetty building shall thereafter be constructed in accordance with the approved details

to achieve the required standard.

Reason 9: To ensure that the non-residential development, hereby approved, is energy efficient and to reduce the risk of overheating in line with policy SI4 of the London Plan 2021, and policies DH1 and E1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 10 Energy Strategy – Detailed

(A) Notwithstanding the details within the Detailed Element Energy Strategy (Rev. 06) prepared by Ramboll (July 2020) and Energy Addendum – Responses to RBG (Rev. P03) prepared by Ramboll (12 November 2020), prior to the commencement of the non residential spaces within a phase of the development hereby approved, excluding demolition and site preparation works, a revised Energy Strategy shall be submitted to, and approved in writing by, the Local Planning Authority for each relevant phase. The Energy Strategy shall, where relevant:

- (i) outline the measures to be incorporated into the non-residential newbuild unit to comply with the zero-carbon standard (regulated carbon dioxide emissions) above Building Regulations Part L 2013;
- (ii) investigate additional fabric improvements and other energy efficiency measures that could be implemented in the refurbished historic buildings (SW1 and SW2) if a change of use is to be undertaken to reduce the heating and cooling demand, maximise energy and carbon savings and aspire to meet and exceed the EE target for non-residential in line with ItP London Plan policy SI2. The carbon emissions and associated savings at the Be Lean case must be assessed and demonstrated against SAP 12 and SAP 10 emissions factors based on gas boilers;
- (iii) include preliminary thermal bridging calculations to confirm compliance with Accredited Construction Details (ACDs) or better;
- (iv) include details on the development's approach to limiting thermal bridges;
- (v) investigate new or supplementary emitters to the refurbished buildings to allow lower flow and return temperatures such as warm air via ventilation systems;
- (vi) investigate connection of refurbished buildings to a single site wide heat network or Greenwich Peninsula Low Carbon Energy Centre (LCEC). Consideration shall be given to local Water Source Heat Pumps to increase temperatures locally where necessary and supplement heat provided by a wider network;
- (vii) identify measures and calculate and minimise energy uses not covered by Building Regulations (un-regulated);

- (viii) maximise on-site renewable energy generation, subject to operational plant requirements, overshadowing, viability and heritage constraints, including a minimum system capacity of 80kWp of solar Photovoltaics;
- (ix) assess and discuss the method of how the non-residential buildings will be designed to facilitate connection to an offsite heat network and supported by relevant drawings;
- (x) include submission of the GLA's Carbon Emission Reporting spreadsheet demonstrating the carbon dioxide emissions and associated savings based on a connection to the Greenwich Peninsula Low Carbon Energy Centre (LCEC) and a site wide energy servicing strategy;

(B) Within three-months of the practical completion of the refurbished works in the non-residential buildings and new non-residential building (jetty building), the following information shall be provided to the Local Planning Authority for written approval:

- (i) technical information in line with RBG Sustainability and GLA's energy statement guidance (2020), evidence of commissioning and evidence that the renewable/low carbon technologies are installed in accordance with Part (A) and, if appropriate, certified under the Microgeneration Certification Scheme (MSC), complying with the Enhanced Capital Allowances (ECS) product criteria if connection to GP LCEC is not pursued as a priority;
- (ii) Energy Performance Certificates (EPCs), detailed modelling output reports showing clearly the BER and TER from the "as built stage" to confirm compliance with the carbon dioxide savings achieved through energy efficiency measures and the energy servicing strategy approved under Part (A);
- (iii) the resulting scheme, external equipment location and design, along with machinery/apparatus location, specification and operational details of renewable/low carbon technologies in accordance with Part (A), if appropriate;
- (iv) a management and servicing plan including times, location, frequency, method of servicing and operation of the renewable/low carbon technologies in accordance with Part (A), if appropriate;
- (v) Detailed Thermal Bridging calculations to confirm compliance with Accredited Construction Details (ACDs) or better (psi-value ≤ 0.15).
- (vi) The development of the relevant phase shall be carried out in accordance with the details as approved, shall be maintained as such thereafter.

Reason 10: To ensure that the non-residential buildings within the development hereby approved have maximised the energy efficiency of the fabric and to contribute

to the avoidance of need for new fossil fuel or other primary energy generation capacity and to reduce emissions of greenhouse gases and to minimise the impact of building emissions on local air quality in the interests of health, in accordance with policies GG3, SI1, SI2, SI3 and SI4 of the London Plan 2021, Policy E1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014), Royal Borough of Greenwich, Greener Greenwich SPD (2014) and the Mayor's Sustainable Design and Construction SPG (2014).

Condition 11

Energy Centre/ Communal/District Heating/ Connection to the GP LCEC – Detailed

(A) Six months prior to practical completion and prior to the first occupation of the relevant phase of the development hereby approved, the following details shall be submitted to, and approved in writing by, the Local Planning Authority:

- (i) Details of the plant room(s), including size, layout and location, and thermal stores (if available);
- (ii) Details of the technologies and associated equipment to serve the energy requirements of the development, including, but not limited to, technical information such as operational data and operational performance, costs and QI rating, carbon intensity of heat network (kgCO₂/kWh), monthly demand profiles for heating and hot water and cooling demand, analysis used to determine size of the proposed technology.
- (iii) Details of the pipe network (including the size and route, flow and return temperatures, total length of the heat network in metres (flow and return) distribution and transmission, diagram route, total plant heating capacity, total heat generated, total heat supplied to premises and how primary and secondary site heat network losses have been minimised) for the connection of the new and refurbished non-residential components into the site wide heat network or as approved under Detailed Energy Strategy conditions;
- (iv) Details of schematic of the site wide heat network showing the new and refurbished non-residential units connected into it or plant room, as appropriate, and/or connection to the Greenwich Peninsula Low Carbon Energy Centre (GP LCEC) as approved under the Detailed Energy Strategy conditions;
- (v) The method of how the facility and/or infrastructure has been designed to allow for the future connection of the development to an offsite heat network and/ or private wite network including connection point on the ground floor; drawings and floor plans if connection to GP LCEC hasn't been pursued as a priority;
- (vi) Evidence that any gas boilers required to serve the energy requirements of the approved development, should be of Ultra-Low NO_x with maximum NO_x Emissions that are compliant with the NO_x (g/m²) (<40mgNO_x/kWh) benchmarks as set out at Appendix 2 of the GLA's Energy Assessment Guidance (2020 – draft version).]
- (vii) Details and evidence, where appropriate, to demonstrate that the district

heating network shall be designed in accordance with Heat Networks: Code of Practice for the UK (based on the latest technical guidance), Heat Trust Standards and Heat Network (Metering and Billing) Regulations (HNMBR).

(B) Within six months of first occupation of each relevant phase of the development hereby approved, details and evidence shall be submitted to, and approved in writing by, the local planning authority which include a post commissioning assessment, completed by an independent assessor, for either connection to GP LCEC or installation of a centralised system to provide the space heating/ hot water/ cooling, certifying that either the off-site connection or the on-site standalone energy servicing strategy has been well designed in line with Part A, runs efficiently, has reliability of supply, a reasonable customer tariff and appropriate management and maintenance arrangements are in place.

Reason 11: To ensure that the allocated space for energy equipment within the development is designed in a manner that ensures that the development contributes to reducing the use of fossil fuel or other primary energy generation capacity, is designed to connect to an offsite heating and/or private wire network and to reduce emissions of greenhouse gases in accordance with policies SI2, SI3 of the London Plan 2021, policies DH1 and E1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014), the Mayor's Sustainable Design and Construction SPG (2014) and Greener Greenwich SPD (2014).

Condition 12

Landscape, Biodiversity Enhancement and Management Plan – Detailed -

Notwithstanding the information contained within the Environmental statement technical appendices Vol 3- Chapter 8.2 - Ecology (part 1) prepared by Ramboll (October 2018), prior to the commencement of each phase of the development hereby approved, including demolition and site preparation works, an ecological assessment and ecological management plan for the relevant phase, including mitigation measures during demolition and construction, long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas, shall be submitted to and approved in writing by the Local Planning Authority. Development proposals must ensure no net loss of biodiversity and wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity and demonstrate that the Urban Greening Factor (UGF) score for the detailed element of the application site has been optimised.

Where relevant for the respective phase, the submitted report shall include:

- (A) An Ecological Appraisal including an updated Phase I Habitat and Intertidal Surveys demonstrating the details of all features of ecological value on the site and setting out measures for their protection during construction works. Any mitigation measures identified therein shall be implemented in accordance with the approved details.
- (B) Should the updated Phase 1 habitat survey identify evidence of roosting bats and nesting birds the requisite additional surveys shall be provided in the form of roosting bats' and nesting birds' surveys which include: bat exit / re-entry and nesting bird checks.
- (C) A detailed method statement for the removal or long-term management /eradication

of invasive species on the site, if such species are identified. The method statement shall include proposed measures to prevent the spread of invasive species such as butterfly bush and cherry laurel during any operations such as mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981.

- (D) Details to protect any established vegetation, as identified on-site for retention, from any damage that could be caused during demolition and construction. All works should be undertaken by a suitably qualified and experienced specialist contractor and should conform to current industry best practice, i.e. BS 3998: 2010 'Tree Work - Recommendations'. The details should ensure that existing commuting/foraging routes currently utilised by bats and other wildlife are maintained.
- (E) Details from a suitably qualified ecologist specifying how the landscape features have been developed for biodiversity and ecological enhancement, are linked to and will become part of the wider green infrastructure if it exists, as well as provide ecological corridors for the local fauna and flora as appropriate. The mitigation and enhancement should include the following:
 - (i) Native and/or nectar producing and/or deciduous plant and tree species preferably of local provenance;
 - (ii) Diversity grassland areas such as lawns with low growing native herbs, unmown grass verges, wildflower mixes on amenity and recreational open spaces and/or meadow areas;
 - (iii) Dense areas of shrubbery;
 - (iv) Habitat areas identified in the Greenwich Biodiversity Action Plan;
 - (v) Bird and bat sensitive lighting in the external public realm;
 - (vi) Street trees; and
 - (vii) Artificial nesting and roosting sites/boxes including number, location (eastings and northings) and specification for bird, bat and invertebrate species.

Where habitats are created as mitigation for development, management plans for the habitat shall also be provided detailing how the areas are to be managed in the longer term. Once approved the mitigation and management plans shall be undertaken in accordance with the approved details.

- (F) A timetable for carrying out the works identified within the Landscape, Biodiversity Enhancement and Management Plan.
- (G) Evidence that the ecological measures approved under parts (A) to (E) have been installed in accordance with the details above should be submitted to and approved in writing by the local planning authority in accordance with the timetable submitted under part (F) of this condition, with evidence of installation submitted within 12 months of installation in accordance with the approved timetable, and in any event, within 12 months of first occupation of a phase.

Reason 12: To provide insulation and to contribute towards enhancing biodiversity, reducing flood risk and improving the aesthetic value of the development as well as resident's well-being and comply with London Plan (2021) policies G1 (Green Infrastructure), G5 (Urban Greening), S13 (Sustainable Drainage) and G6

(Biodiversity and Access to Nature) and Policies OS4 (Biodiversity), DH1 (Design) and E(f) Living Roofs and Walls of the Royal Greenwich Core Strategy and Detailed Policies (2014).

Condition 13

Demolition Management Plan – Detailed - Prior to demolition within each phase of the development hereby approved, a Demolition Management Plan (DMP) shall be submitted to, and approved in writing by, the Local Planning Authority, in consultation with Transport for London, to minimise impacts to the local highway network and to control noise, vibration and air pollutants generated as a result of the demolition process. The DMP shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, the council's Construction Site Noise Code of Practice (http://www.royalgreenwich.gov.uk/downloads/file/470/noise_from_major_construction_sites_leaflet), BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites'. The DMP shall include details of (but shall not be limited to):

- (a) loading and unloading of plant and materials;
- (b) storage of plant and materials;
- (c) programme of works;
- (d) measures for traffic management and encouragement of sustainable modes of transport for workers;
- (e) details of a vehicle booking system;
- (f) provision of boundary hoarding and visibility zones of construction traffic routing;
- (g) hours of demolition;
- (h) means to prevent deposition of mud on the highway;
- (i) likely noise levels to be generated from plant and demolition works;
- (j) a dust risk assessment;
- (k) means to monitor and control dust, noise and vibrations;
- (l) haulage routes;
- (m) a site plan identifying location of site entrance, exit, wheel washing, hard standing hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
- (n) bonfire policy;
- (o) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;
- (p) details of an air quality impact assessment for the demolition phase, including details of monitoring (with particular reference to particulates);
- (q) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW must be registered at <http://nrmm.london/>;
- (r) an explanation of how demolition-phase contamination and remediation risks, to the wider environment, neighbours and construction workers will be controlled during, and as a result of, the demolition process;
- (s) an Asbestos Survey and Management Plan;
- (t) optimising use of the river as a source of the movement of demolition materials, seeking to reduce impacts on the surrounding road network; and
- (u) details of any closures of public routes and diversions, including the

Thames Path, demonstrating how time spent closed to the public has been minimised.

The approved DMP shall be strictly adhered to throughout the entirety of the demolition period for the relevant phase.

Reason 13: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, and to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties in accordance with Policy IM5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014) and the Greener Greenwich SPD.

Condition 14

Construction Logistics Plan and Construction Management Plan – Detailed -

Prior to the commencement of each phase of the development hereby approved, excluding demolition and site preparation works, a Construction Logistics Plan (CLP) and a Construction Management Plan (CMP) shall be submitted to, and approved in writing by, the Local Planning Authority, in consultation with Transport for London, to minimise impacts to the local highway network and to control noise, vibration and air pollutants generated as a result of the construction process. These documents shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, the council's Construction Site Noise Code of Practice (http://www.royalgreenwich.gov.uk/downloads/file/470/noise_from_major_construction_sites_leaflet), BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites'. The CLP and CMP shall include details of (but shall not be limited to):

- (a) loading and unloading of plant and materials;
- (b) storage of plant and materials;
- (c) programme of works;
- (d) measures for traffic management and encouragement of sustainable modes of transport for workers;
- (e) details of a vehicle booking system
- (f) provision of boundary hoarding and visibility zones of construction traffic routing;
- (g) hours of construction;
- (h) means to prevent deposition of mud on the highway;
- (i) likely noise levels to be generated from plant and construction works;
- (j) a dust risk assessment;
- (k) means to monitor and control dust, noise and vibrations;
- (l) haulage routes;
- (m) a site plan identifying location of site entrance, exit, wheel washing, hard standing hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
- (n) bonfire policy;
- (o) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;
- (p) details of an air quality impact assessment for the construction phase,

- including details of monitoring (with particular reference to particulates);
- (q) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW must be registered at <http://nrmm.london/>;
 - (r) an explanation of how construction-phase contamination and remediation risks, to the wider environment, neighbours and construction workers will be controlled during, and as a result of, construction works;
 - (s) an Asbestos Survey and Management Plan;
 - (t) optimising use of the river as a source of the movement of construction materials, seeking to reduce impacts on the surrounding road network; and
 - (u) details of any closures of public routes and diversions, including the Thames Path, demonstrating how time spent closed to the public has been minimised.

The approved CLP and CMP shall be constructed in accordance with the approved Plans.

Reason 14: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, and to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties in accordance with Policy IM5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014) and the Greener Greenwich SPD.

Condition 15

Contamination Risks – Detailed - Prior to the commencement of the development hereby approved within each phase, excluding SW1, SW2 and SW3 demolition and site preparation works, a strategy to deal with the potential risks associated with any contamination of the site shall be submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

- (A) a site investigation scheme, based on the findings of the Ramboll Geoenvironmental and Geotechnical Interpretative Report, (Ref: 1620000199-RAM-XX-XX-RP-CE-00001), to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site and during construction.
- (B) the results of the site investigation and the detailed risk assessment referred to in (A) 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, including mitigation following the Foundation Works Risk Assessment.
- (C) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (B) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason 15: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water

pollution, in line with the National Planning Policy Framework (NPPF) (Paragraph 170) and Policy E(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 16

Contamination Verification Report – Detailed - Prior to the first occupation of each phase of the development hereby approved (excluding SW1, SW2 and SW3), a verification report demonstrating the completion of works set out in the approved remediation strategy for that phase (Condition 15, part C) and the effectiveness of the remediation shall be submitted to, and approved in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria for that phase have been met.

Reason 16: To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete, in line with the National Planning Policy Framework (NPPF) (Paragraph 170) and Policy E(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 17

Explosive Ordnance

- (A) Prior to the commencement of each phase of the development hereby approved, including demolition and site clearance works, the following shall be submitted to and approved, in writing, by the Local Planning Authority:
- A Detailed Risk Assessment and Intrusive Unexploded Ordnance (UXO) Survey, to characterise the site and; provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site, the findings of the unexploded ordnance assessment set out in Technical Appendix 2.9 of the Environmental Statement.
 - Following the results and outcomes of the Detailed Risk Assessments, a Risk Mitigation Plan giving full details of the mitigation measures required and how they are to be undertaken. This requires the provision of both a Mitigation Implementation and Verification Plan.
 - Details attaining to Operational UXO Emergency Response Plan; and UXO Safety & Awareness Briefings – must also be provided.
 - The identified mitigation must be carried out in accordance with the approved details.
- (B) On completion of the above (a), and prior to the commencement of the relevant phase of the development, a final Verification Report is required to be submitted to, and approved in writing by, the local planning authority, to demonstrate that the works set out in (a) have been completed, along with any requirements for longer-term monitoring of risks, maintenance and arrangements for contingency action. Longer term monitoring shall be carried out in accordance with the approved details.

Reason 17: To ensure that appropriate arrangements are in place in the event of the discovery of UXO and to ensure that environmental and health risks have been satisfactorily managed so that the site is deemed suitable for use; in accordance with

the aims of the National Planning Policy Framework (NPPF), Policies E(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014) and Policy SD1 of the London Plan (2021).

Condition 18

Fire Strategy – Detailed - Prior to the commencement of above ground works within a phase, excluding demolition and site preparation works, a Fire Safety Strategy for that phase shall be submitted to, and approved in writing by, the local planning authority, in consultation with the London Fire Brigade which shall:

- (A) identify suitably positioned unobstructed outside space for fire appliances to be positioned on and appropriate for use as an evacuation assembly point;
- (B) be designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire, including appropriate fire alarm systems and passive and active fire safety measures;
- (C) be designed and constructed in an appropriate way to minimise the risk of fire spread;
- (D) provide suitable and convenient means of escape, and associated evacuation strategy for all building users;
- (E) include a robust strategy for evacuation which is appropriate for all building users, which all building users can have confidence in, and can be periodically updated and published; and
- (F) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

The fire strategy, together with the means of escape shall be provided to all occupiers of the relevant phase.

Reason 18: In the interests of fire safety and in accordance with Policy D12 of the London Plan (2021).

Condition 19

Archaeology – Detailed

- (A) Prior to the commencement of each phase of the development hereby approved, excluding above ground demolition and site preparation works, a written scheme of investigation (WSI) for the relevant phase, setting out the programme of both geo-archaeological evaluation and geo-archaeological mitigation, shall be submitted to, and approved in writing by, the local planning authority. For land that is included within the WSI, no development shall take place other than in accordance with the agreed WSI, which shall include:
 - (i) the statement of significance and research objectives;
 - (ii) the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; and
 - (iii) the programme for post-investigation assessment and subsequent analysis,

publication & dissemination and archive deposition of resulting material; and
(iv) details of the public engagement framework.

- (B) Prior to the first occupation of any part of the development hereby approved, evidence that the programmes of both the geo-archaeological evaluation and geo-archaeological mitigation for each phase have been carried out in accordance with the WSI approved under part (A), and the analysis, publication & dissemination and archive deposition of resulting material have been secured, shall be submitted to, and approved in writing by, the local planning authority.

Reason 19: To protect assets of archaeological interest on-site in accordance with HC1 of the London Plan (2021) and Policy DH(m) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 20

External Accessibility – Detailed - Prior to the commencement of above ground works within each phase, excluding demolition and site preparation works, full details of access arrangements for people with mobility difficulties, for all external parts of the development within that phase shall be submitted to, and approved in writing by, the Local Planning Authority.

For the avoidance of doubt this shall include large scale plans illustrating the different gradients on all routes to and through the site for that phase, including details of ramps, steps, gates, canopies above main entrances (shelter), street furniture (potential obstructions), and details of access to disabled parking where applicable (parking spaces must have a minimum clear headroom of 220 mm and a crossfall of not more than 1:60).

The development shall be completed in accordance with the approved details.

Reason 20: To facilitate the movement of those with mobility difficulties and to comply with Policies D5 and D8 of the London Plan (2021) and Policy IM4 and IM(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 21

Final Drainage Scheme – Detailed - Prior to the commencement of each phase of the development hereby approved, and in accordance with the relevant parts of the submitted Site Wide Drainage Strategy (Ramboll, March 2020, Document Ref: 1620000199-RAM-XX-XX-RP-CX-00002, Rev 2) and the Morden Wharf Southern Warehouse Drainage Strategy (Ramboll, 4th May 2020, Document ref: 1620000199-RAM-XX-XX-RP-CX-00001), the detailed design of a surface water drainage scheme for each phase, shall be submitted to, and approved in writing by, the Local Planning Authority, in consultation with the Lead Local Flood Authority. The scheme shall address the following matters:

- Provide clarification on the overall site area, the proposed impermeable areas and the area of the drained catchments, within the detailed element of the development.
- Provide the greenfield runoff rates for the detailed element of the development, for the 1 in 1 event, the 1 in 30 year event and the 1 in 100 year events, and the existing and proposed rates for the entire scheme, for all return periods, including

40% climate change to be provided to understand the overall site wide benefits of the drainage strategy.

- Provide consideration of how exceedance would be managed and mitigated at the Southern Warehouse and at the Morden Wharf Site (area within the detailed part of the application site).
- Provide a Flood Evacuation Plan for the Southern Warehouse, new jetty building and other land within the detailed element of the development, with details of how safe access and egress would be provided. If potential evacuation routes are inundated, the Flood Evacuation Plan with should provide details of a temporary place for safe refuge.
- Provide standard details for the headwalls at the Southern Warehouse and the Morden Wharf site (area within the detailed part of the application site).
- Demonstrate that scour has been assessed for the outfall into the River Thames.
- Provide clarification on an assessment of a tide-locked scenario within the drainage strategy to ensure the site can be effectively drained at all times.
- Provide evidence from Thames Water for the proposed discharge rate and location.
- Provide confirmation on which organisation will be responsible for the maintenance of the SuDS and provide a maintenance plan for the petrol interceptor within the detailed element of the Morden Wharf site.

The detailed drainage design scheme shall be implemented as approved and so retained.

Reason 21: To prevent the risk of flooding to and from the site in accordance with Policy SI 13 of the London Plan (2021) and the Sustainable Design and Construction SPG.

Condition 22

Highways – Signs, Road Markings, Landscaping and Traffic Calming – Detailed

- Prior to the commencement of each phase of the development hereby approved, excluding demolition and site preparation works, full details (including detailed plans) of traffic calming measures, road markings, signs (including those for wayfinding), street furniture, flags, poles, bus shelters, street lighting, highways drainage, location of highways and footways, and plants and trees (including size and species) within that phase, together with maintenance and management arrangements, shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with Transport for London.

The submission shall demonstrate how the proposals will not have a detrimental impact on the safety and/or efficiency of bus operations within this site.

The details shall include, where relevant, carriage and footway widths, tracked vehicle movements (including HGVs and buses) and ways to minimise conflict between pedestrians, cyclists and vehicles through passive design. This should include private highway, footway and cycles ways and make reference to consideration of bus operations and passengers, including any new or temporary footways or cycleways introduced.

The development shall be implemented in accordance with the approved details and so retained.

Reason 22: In order to maintain safety for all road users and to ensure compliance with Policies IM4 and IM5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies and Policy T3 of the London Plan (2021).

Condition 23

Openable External Doors and Windows – Detailed - No new ground floor window or door shall open out onto or over the public highway (including the pavement), except those required for emergency access.

Reason 23: In the interest of pedestrian safety and ease of movement within the development.

Condition 24

Delivery, Servicing and Waste Management Plan – Detailed - Prior to the first occupation of a non-residential use within a phase (including SW1 and SW2 as identified on illustrative drawing A-10-100 and excluding industrial uses within the Strategic Industrial Location), a full and detailed Delivery, Servicing and Waste Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority (in consultation with Transport for London and, where the proposal impacts Morden Wharf Road or affects the adjacent operational safeguarded wharf, the Port of London Authority). The plan shall cover the following:

(A) Deliveries and collections including identification of designated loading areas and how deliveries will be scheduled to avoid several delivery vehicles arriving at the site simultaneously;

(B) Servicing trips (including maintenance); and measures to reduce the number of freight trips to the site (freight consolidation);

(C) Timings of deliveries (including before 8 am or after 4 pm and at weekends) for non-industrial uses, with particular reference to the impact on the adjacent operational wharf;

(D) Details of waste collection, including details of total waste storage capacity for all non-residential elements (space should be made for WEEE and textile bins, and food waste for commercial units), stopping and collection points, drag distances (which shall not be more than 15 metres), height clearances for waste collection vehicles (which shall be 4 metres or higher), and tracked vehicle movements for waste collection vehicles (including interactions with other vehicles which have to enter the site).

(E) Safety measures required to ensure the effective collection of waste so as to not conflict with the use of the development site or any surrounding uses, including by pedestrians and cyclists;

(F) Monitoring and review of operations.

No loading or unloading of vehicles arriving at, or departing from, the site shall be carried out except within the designated loading areas as approved. The Delivery, Servicing and Waste Management Plan related to occupiers of SW1 and SW2 shall include a requirement that deliveries utilise the loading bay on Morden Wharf Road

(between SW1 and SW2) and that no vehicles are parked or materials unloaded or stored in the area identified as safeguarded wharf (or along the access to or adjoining the area identified as safeguarded wharf) show on drawing ref.

4482-CA-01-GF-DR-A-01204-Rev 04.

The approved Delivery, Servicing and Waste Management Plan shall be implemented in full accordance with the approved details from the first occupation of the relevant phase of development and shall be adhered to for the lifetime of the development.

Reason 24: In order to safeguard residential amenity, pedestrian and traffic safety and to avoid conflict with the adjacent safeguarded wharf and ensure compliance with Policy IM3 and E1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014) and Policy SI 15 of the London Plan (2021).

Condition 25

External Lighting – Detailed - Prior to the commencement of above ground works within a phase of the development hereby approved, excluding demolition and site preparation works, a scheme of external lighting for that phase shall be submitted to, and approved in writing by, the Local Planning Authority, which shall include full details of the size, positioning and luminance of the proposed lights, and a strategy for their use across the site, demonstrating that the proposed lighting strategy would not result in significant light pollution or nuisance. The lighting shall accord with the approved lighting Strategy prepared by Designs for Lighting (Ref: 1456-DFL-LIA-001 - Rev. 2).

The lighting scheme in the relevant phase shall be implemented as approved and permanently retained thereafter.

Reason 25: To ensure the development is implemented in accordance with the principles of Policy D11 of the London Plan (2021) and to ensure any external lighting scheme does not result in harm to nearby properties in accordance with Policy E(a) of the Royal Greenwich Local Plan: Core Strategy with detailed Policies (2014).

Condition 26

Façade Works to Southern Warehouse – Detailed - Prior to commencement of the facade works of the Southern Warehouse (SW1, SW2 and SW3), plans and sectional details at a scale of 1:10 or 1:20 showing the proposed shop fronts, windows, doors, or artwork shall be submitted to, and approved in writing by, the local planning authority.

Such information should demonstrate the location of any fascia signs, shutters/grill boxes, window systems, stall risers, canopies, awnings and entrances.

The development shall be constructed and retained for the lifetime of the development in full accordance with the approved details.

Reason 26: In order that the local planning authority may be satisfied with the details of The proposal and to accord with Policy DH(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 27

Bridge Link – Detailed - Prior to the commencement of above ground works within the phase containing the new bridge link on the Thames Path, excluding demolition and site preparation works, full details of the proposed bridge link connecting the Thames Path to the 'Sea Witch Spill Out Area', shall be submitted to, and approved in writing by, the local planning authority, in consultation with the Environment Agency and the Port of London Authority.

The approved details shall be implemented as approved and so retained.

Reason 27: To ensure the proposed link is well-designed, functional and accords with Policy T2 of the London Plan (2021).

Condition 28

Riparian Life-Saving Equipment – Detailed - Prior to the commencement of above ground works within a phase, details of riparian life-saving equipment and the measures proposed to prevent accidental and self-harm entry into the River Thames for that phase shall be submitted to, and approved in writing by, the Local Planning Authority. This should include the jetty as well as along the riverside path and should include for seating / climbing areas and easy access points to the Thames or riverside areas.

Reason 28: To ensure adequate safety measures are put in place to reduce the risk to human health.

Condition 29

Thames Path – Detailed - The Thames Path cycleway and pedestrian route shall be implemented as shown on the approved drawings and shall have a combined minimum width of 6 metres (excluding landscaping).

Reason 29: To ensure the proposed works to the Thames Path are carried out to a high standard in accordance with Policy T2 of the London Plan (2021).

Condition 30

Cycle Parking – Detailed - Notwithstanding the details of cycle parking shown in the approved plans, prior to the commencement of above ground works within a phase of the development hereby approved, excluding demolition and site preparation works, details of all cycle parking for all uses within that phase, shall be submitted to and approved in writing by the Local Planning Authority in consultation with TfL

The cycle parking details should demonstrate:

- That at least the minimum quantum of short-stay and long-stay cycle parking, as identified in Policy T5 of the London Plan (2021), is provided;
- no less than 5% of all provision within each cycle store is available on Sheffield stands with wide spacing (1.8m spacing, or 900mm side space if wider cycles are expected just on one side of a stand) for larger/wider cycles
- no less than 10% of commercial cycle parking spaces are provided on Sheffield stands at a minimum of 1.0m spacing
- the provision of end of user facilities should commercial uses be provided on that

- part of the development hereby approved
- details on how the cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people

The approved details shall be implemented prior to the first use of the Jetty Building or the change of use of the Southern Warehouse for the relevant phase and retained as such thereafter.

Reason 30: To ensure that adequate arrangements are made for cycle parking in accordance with Policy T5 of the London Plan (2021).

Condition 31

Non-residential – hours of operation and deliveries – Detailed - Prior to the occupation of the non-residential uses within a phase of the development hereby approved (excluding industrial uses within the Strategic Industrial Location), full details of hours of operation, including, but not limited to, the timing of deliveries and servicing shall be submitted to, and approved in writing by, the Local Planning Authority. The uses shall thereafter be carried out in strict accordance with the approved details.

Reason 31: To safeguard the amenities of neighbouring properties, particularly residential properties and the area generally and to ensure compliance with Policy D3 and T7 of the London Plan (2021) and Policies E(c) and DH1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 32

External Materials – Detailed - Prior to the commencement of above ground works within a phase of the development hereby approved, excluding demolition and site preparation works, details and samples for all materials, including a schedule of their locations, for that phase, shall be provided. Where relevant, the materials shall include walls, roofs, windows and doors, sills and lintels, balconies, balustrades, visible pipes, grids and louvers, outdoor pavements, stairs, gates, boundary walls and fences to be used on the external surfaces of the buildings and hard surfaced areas and shall be submitted to, and approved in writing by, the Local Planning Authority.

The development shall be constructed and retained for the lifetime of the development in full accordance with the approved details.

Reason 32: To ensure that the Local Planning Authority may be satisfied as to the external appearance of the building(s) and to comply with Policy D6 of the London Plan (2021), Policies DH1, DH(a) and DH(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014).

Condition 33

Retained Flood Defence Structures – Detailed - Prior to the commencement of each phase of the development hereby approved, excluding demolition and site preparation works, details of a scheme of intrusive investigation works to establish that any structural element of the flood defences that is proposed to be retained within a phase is predicted to remain structurally sound over the developments lifetime of 100-years from the date the last dwelling is expected to be completed,

shall be submitted to and approved in writing by the local planning authority.

The approved scheme of investigation works shall then be implemented in full and a report detailing the findings submitted to the local planning authority for their written approval.

Reason 33: To prevent an increased risk of flooding and to ensure that the development is protected from flooding for its lifetime.

Condition 34

Design, construction and maintenance of the flood defences and intertidal habitat features – Detailed - Prior to the commencement of each phase affecting the Thames Tidal Defences, a scheme for the design, construction and maintenance of the flood defences and intertidal habitat features for that phase shall be submitted to and approved in writing by the local planning authority. The scheme of works shall:

(A) Demonstrate that the lifetime of all the elements of the flood defence structures will be no less than 100-years from the date the last dwelling is expected to be completed, with a crest level no lower than 6.1 m AOD.

(B) Be supported by structural calculations, needed ground investigation works and volume calculations to demonstrate no net loss of flood storage capacity in the River Thames up to the design flood level.

(C) Include a replacement anchorage system independent of the buildings to provide the needed horizontal support to the section of flood defence to the west of the existing Southern Warehouse building.

(D) Provide details of how the new flood defences will tie into the defences on the neighbouring sites both upstream and downstream, and the design of the flood defence by the existing jetty and to the southern site boundary to be independent of any subordinate structure.

(E) Include a detailed method statement and sequence of works plans.

(F) Provide details of the intertidal habitat features comprising the zig-zag tidal terrace with its structural elements designed to last for 100-years from the date the last dwelling is expected to be completed, and a series of timbers attached to the new flood wall.

(G) Provide details of the extent of removal of the old sloping revetment and the end treatment for the level transition at the ends of the zig zag tidal terrace.

(H) Include a long term inspection and maintenance plan for the flood defences and the tidal terraces.

(I) Provide details of any surface water outfalls through the river walls, or preparatory work to enable outfalls to be constructed later without damaging the tidal terrace.

(J) Provide details of the underground services within 10 metres of the flood defences.

(K) Set out the timing of implementation of the works making up the scheme.

The development will then only proceed in strict accordance with the approved scheme, and the works so approved shall then be maintained as such thereafter.

Reason 34: To minimise the risk of flooding to the surrounding built environment, to protect the development from flooding for its lifetime including with climate change induced sea level rise, to mitigate environmental impacts of the development.

Condition 35

Southern Warehouse/Flood Wall – Detailed - The minimum distance between the southern wall of the existing Southern Warehouse building and the nearest part of the new flood wall will be no less than 1.3 metres.

Reason 35: To allow sufficient space for pedestrian access for inspection of the flood defence wall and to prevent an increased risk of flooding.

Condition 36

Access Route for Civil Engineering Plant – Detailed - Notwithstanding the approved drawings, details of an access route able to support large heavy civil engineering plant from the public highway to the Thames Path (adjacent to the River Thames) shall be submitted to and approved in writing by the local planning authority within 4 months of the first phase of the development commencing. The access route may include some demountable landscape features.

The development shall be implemented in accordance with the approved details and the works so approved will then be maintained as such thereafter.

Reason 36: To preserve operational access to the Thames Tidal flood defences and to prevent an increased risk of flooding.

Condition 37

Allowable surcharge and river bed level assumptions – Detailed - 'As Built' drawings including the allowable surcharge and river bed level assumptions and construction records of the tidal flood defence works and the intertidal habitat features shall be submitted to, and approved in writing by, the Local Planning Authority within 3 months of completion of the tidal flood defence works and the intertidal habitat features.

Reason 37: For the avoidance of doubt, to facilitate any future flood defence intervention and to prevent an increased risk of flooding.

Condition 38

Piling – Detailed - Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated by a piling risk assessment that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the

approved details.

Reason 38: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 170 of the National Planning Policy Framework.

Condition 39
Intertidal Archaeology – Detailed

(A) Prior to the commencement of any works within the intertidal zone, a written scheme of survey and investigation (WSI) shall be submitted to, and approved in writing by, the local planning authority. The WSI shall include the statement of significance and research objectives, the programme and methodology of site survey and recording, and the nomination of a competent person(s) or organisation to undertake the agreed works.

(B) The programme for post-survey/investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting materials shall be submitted to and approved in writing by, the local planning authority within three (3) months of completion of works within the intertidal zone.

Reason 39: To protect assets of archaeological interest on-site in accordance with HC1 of the London Plan (2021) and Policy DH(m) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 40

Road Safety Audit – Detailed - Prior to the commencement of highway works and the construction of Sea Witch Lane, a Stage 1 Road Safety Audit (RSA) of the local highway network including that which is adopted, to be adopted or to be private highway from Sea Witch Lane and Morden Wharf Road through to the junctions of Tunnel Avenue shall be undertaken, submitted to and approved in writing by Local Planning Authority in consultation with TfL.

The submitted Stage 1 RSA shall identify any additional highway safety measures required to ensure and improve safety including taking account of bus operations necessary to serve the site and include a timetable for implementation. The measures identified in the RSA must be undertaken prior to the first occupation of the detailed phase (excluding the change of use of SW1) or such later time as may be approved in writing by the LPA in consultation with TfL.

Reason 40: To ensure the proposal allows for the safe movement of buses within the site and to reduce vehicle-pedestrian conflicts in accordance with Policy T3 of the London Plan.

Condition 41

Time Limit – Outline - The submission of reserved matters for the first phase of the development to which this permission relates must be submitted not later than the expiration of three (3) years beginning with the date on which the outline permission is granted.

All remaining reserved matters to which this permission relates must be submitted not later than the expiration of eight (8) years beginning with the date on which the outline permission is granted.

The implementation of each phase of this permission must be begun not later than the expiration of two years from the final approval of the reserved matters for that phase.

Reason 41: As required by Section 92 of the Town and Country Planning Act 1990.

Condition 42

Reserved Matters Scope – Outline - Reserved Matters Applications shall include detailed plans/sections and elevations showing the following details in respect of the relevant phase of the development, demonstrating compliance with the parameter plans (condition 43) and Design Code (August 2021)

(A) The relevant phase of the development shall not commence until the details have been approved, in writing, by the Local Planning Authority:

- (a) Appearance;
- (b) Layout;
- (c) Scale;
- (d) Landscaping; and
- (e) Access.

(B) All relevant reserved matters applications for new buildings shall include the following reports, in line with the recommendations of the approved Environmental Statement (dated May 2020), and subsequent addendums (dated April 2021), demonstrating, where relevant, any mitigation measures outlined in the Environmental Statement:

- Sunlight and Daylight Assessment
- Microclimate Assessment
- Lighting Assessment
- Sustainability Statement

Reason 42: In order that the Council is satisfied with the details of the proposed development and to ensure compliance with Policy DH1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 43

Approved Drawings and Parameter Plans – Outline - The development hereby approved shall be carried out in accordance with the following approved documents and plans, including the parameter plans and Design Code.

Approved Plans: Site Location Plan A-00-01-101, PHASING PLAN P-00-001 (Rev. 01)

Approved Parameter Plans: PLANNING APPLICATION BOUNDARY PLAN A-001, EXISTING BUILDINGS TO BE RETAINED, DEMOLISHED OR ALTERED PLAN A-002, EXISTING TREES TO BE RETAINED OR REMOVED PLAN A-003, EXISTING

SITE LEVELS A-004, PROPOSED MAXIMUM GROUND LEVELS PARAMETER PLAN A-005, PROPOSED BASEMENT EXTENT AND USES PARAMETER PLAN A-006 (Rev. 01), PROPOSED GROUND AND FIRST FLOOR USES PARAMETER PLAN A-007, PROPOSED UPPER LEVEL FLOOR USES PARAMETER PLAN (SECOND FLOOR AND ABOVE) A-008, PROPOSED ROOF PARAMETER PLAN A-009, PROPOSED RANGE OF BUILDING HEIGHTS PARAMETER PLAN A-010, PROPOSED GROUND LEVEL LANDSCAPE AND OPEN SPACE PARAMETER PLAN A-011 (Rev. 01), ACCESS, CIRCULATION & STREETS PARAMETER PLAN A-012 (Rev. 01), MINIMUM BUILDING DISTANCES PARAMETER PLAN A-013.

Approved Reports: Design Code (August 2021), Design and Access Statement (August 2021), Planning Statement (June 2020), Affordable Housing and Viability Statement (2020), Financial Viability Assessment Addendum (May 2021), Statement of Community Consultation, ARBORICULTURE IMPACT ASSESSMENT (May 2020), BASEMENT IMPACT ASSESSMENT (26th March 2021), Demolition and Construction Management and Logistics Plan (Rev. 01), OUTLINE ENERGY STRATEGY (Rev. P07), FOUL SEWAGE AND UTILITIES ASSESSMENT (May 2020), FUTURE MOBILITY TRENDS REPORT, GEOENVIRONMENTAL AND GEOTECHNICAL INTERPRETIVE REPORT (March 2020), Non-residential Ventilation Strategy (May 2020), Residential Glazing and Ventilation Strategy (May 2020), HEALTH IMPACT ASSESSMENT (May 2020), INTERNAL DAYLIGHT/SUNLIGHT, SUN HOURS ON GROUND ASSESSMENT (Updated April 2021), OUTLINE FIRE STRATEGY (May 2020), Overheating Report (March 2020), Retail Impact Assessment (April 2020), Site Waste Management Plan (Rev. C), SITE WIDE DRAINAGE STRATEGY (March 2020), SUSTAINABILITY STATEMENT (including BREEAM Pre-Assessment) (May 2020), SUSTAINABLE DESIGN AND CONSTRUCTION STATEMENT, Transport Assessment (2020), Transport Assessment Addendum (April 2021), Interim Framework Travel Plan (April 2021), Parking Design and Management Plan (April 2021), Delivery and Servicing Plan (July 2021), Morden Wharf Bus Note (version 5), Trip Gen Note Appendix A2 (April 2020), Morden Wharf 'Car Free' Development Vehicle Trip Generation (July 2021), Technical Note River Wall Options (October 2020), Circular Economy Statement for Outline Application (March 2021).

Approved Environmental Statement dated May 2020, with addendums dated April 2021, prepared by Ramboll, which includes:

- Volume 1 : Main Environmental Statement
- Volume 2: Townscape, Heritage and Visual Impact Assessment
- Volume 3: Environmental Statement Technical Appendices

Reason 43: For the avoidance of doubt and in the interests of proper planning and to ensure that the land uses within the development do not have any effects which have not been assessed in the Environmental Statement.

Condition 44

Submission of Reserved Matters Applications – Outline

(A) All relevant Reserved Matters applications shall include summary tables and a 'tracker document' providing the following information on detailed consents that have been granted up to the time of the submission:

- The amount of affordable housing that has been approved and implemented;
- The overall mix of units that has been approved;
- The breakdown of the children’s playspace that has been approved; and
- The number of residential units and the amount of non-residential floorspace of each of the uses that has been granted detailed consent together with the balance of quantum.

Reason 44: To ensure the delivery of key services and assist in the monitoring of the delivery of the scheme in accordance with Policy H7 of the London Plan (2021).

Condition 45

Quantum of development – Outline - The total quantum of the outline elements of the application hereby permitted within each respective use class shall not exceed the quantum listed below (unless otherwise varied by an application under s96a, 73 or 73A of the Town and Country Planning Act 1990):

Land Use	Use Class	Maximum Floorspace (GIA)	Limits & Notes
Residential Units	C3	Up to 128,787sq.m	Up to 1,500 units
Ancillary Residential	C3	Up to 22,491sq.m	Basement and amenity space (including car parking, refuse and recycling)
Total Residential Floorspace		Up to 151,278sq.m	
Flexible Employment	B1c/B2/B8	Up to 14,294sq.m	Buildings SW4, W01 and B01
Employment	B1	Up to 4,770sq.m	Buildings B01, B02, B03, B04, B05, B07, B08, B09, T1, T2, T3 and T4

Retail	A1/A2/A3/A4	Up to 4,356sq.m	Buildings B01 (lower three floors), B02, B03, B04, B05, B07, B08, B09, T1, T2, T3 and T4
Community and Leisure	D1/D2	Up to 1,655sq.m	Buildings B01 (lower three floors), B02, B06, B08
Total Non-Residential Floorspace	Up to 17,311sq.m		
Total Floorspace	Up to 168,589sq.m		

Reason 45: In order to ensure that the development is carried out in accordance with the approved plans and drawings and does not have any effects which have not been assessed in the Environmental Statement.

Condition 46

Development Phasing – Outline - Prior to the commencement of the development hereby approved, a Final Phasing Plan, showing the location of all phases and the intended programme for the phasing of the outline element of the development, shall be submitted to, and approved in writing by, the Local Planning Authority. The Final Phasing Plan shall highlight any changes to the indicative Phasing Plan (Drawing No. P-00-001 rev 01– PHASING PLAN), giving materially relevant reasons for the proposed amendments and an explanation of the impact on the overall proposal.

The development shall be implemented in accordance with the details and timings of the Final Approved Phasing Plan.

Reason 46: To allow the development process to be managed effectively and efficiently with appropriate build-out times which correspond to the timing of associated infrastructure in accordance with Policy IM1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014), and for the purposes if Regulations 2 and 9 of the CIL Regulations (2010) (as amended).

Condition 47

Demolition Management Plan – Outline - Prior to the commencement of demolition within each phase (where demolition is proposed), a Demolition Management Plan (DMP) shall be submitted to, and approved in writing by, the Local Planning Authority, in consultation with Transport for London, to minimise impacts to the local highway network and to control noise, vibration and air pollutants generated as a result of the demolition process. The DMP shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, the council's Construction Site Noise Code of Practice

(http://www.royalgreenwich.gov.uk/downloads/file/470/noise_from_major_construction_sites_leaflet), BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites'. The DMP shall include details of (but shall not be limited to):

- (a) loading and unloading of plant and materials;
- (b) storage of plant and materials;
- (c) programme of works;
- (d) measures for traffic management and encouragement of sustainable modes of transport for workers;
- (e) details of a vehicle booking system
- (f) provision of boundary hoarding and visibility zones of construction traffic routing;
- (g) hours of demolition;
- (h) means to prevent deposition of mud on the highway;
- (i) likely noise levels to be generated from plant and demolition works;
- (j) a dust risk assessment;
- (k) means to monitor and control dust, noise and vibrations;
- (l) haulage routes;
- (m) a site plan identifying location of site entrance, exit, wheel washing, hard standing hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
- (n) bonfire policy;
- (o) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;
- (p) details of an air quality impact assessment for the construction phase, including details of monitoring (with particular reference to particulates);
- (q) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW must be registered at <http://nrmm.london/>;
- (r) an explanation of how demolition-phase contamination and remediation risks, to the wider environment, neighbours and construction workers will be controlled;
- (s) an Asbestos Survey and Management Plan;
- (t) details of optimising use of the river as a source of the movement of demolition materials, seeking to reduce impacts on the surrounding road network;
- (u) details of any closures of public routes and diversions, including the Thames Path, demonstrating how time spent closed to the public has been minimised; and
- (v) the measures that are to be implemented, if appropriate, to ensure that demolition does not have a detrimental impact on the safe and efficient operation of buses to and from this site and upon the safety, comfort and convenience of bus passengers.

The development of each relevant phase shall be constructed in accordance with the approved DMP for that phase.

Reason 47: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, and to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties in accordance with Policy IM5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014) and the Greener Greenwich SPD.

Condition 48

Construction Logistics Plan and Construction Management Plan – Outline -

Prior to the commencement of each phase, excluding demolition and site preparation works, a Construction Logistics Plan (CLP) and a Construction Management Plan (CMP) shall be submitted to, and approved in writing by, the Local Planning Authority, in consultation with Transport for London, to minimise impacts to the local highway network and to control noise, vibration and air pollutants generated as a result of the construction process. These documents shall be prepared in accordance with the London Freight Plan, 'The control of dust and emissions from construction and demolition' Supplementary Planning Guidance, the Council's Construction Site Noise Code of Practice (http://www.royalgreenwich.gov.uk/downloads/file/470/noise_from_major_construction_sites_leaflet), BRE Pollution Control Guides 'Controlling particles and noise pollution from construction sites' and 'Controlling particles, vapour and noise pollution from construction sites'. The CLP and CMP shall include details of (but shall not be limited to):

- (a) loading and unloading of plant and materials;
- (b) storage of plant and materials;
- (c) programme of works;
- (d) measures for traffic management and encouragement of sustainable modes of transport for workers;
- (e) details of a vehicle booking system
- (f) provision of boundary hoarding and visibility zones of construction traffic routing;
- (g) hours of operation;
- (h) means to prevent deposition of mud on the highway;
- (i) likely noise levels to be generated from plant and construction works;
- (j) a dust risk assessment;
- (k) means to monitor and control dust, noise and vibrations
- (l) haulage routes;
- (m) a site plan identifying location of site entrance, exit, wheel washing, hard standing hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting), stock piles, dust suppression, location of water supplies and location of nearest neighbouring receptors;
- (n) bonfire policy;
- (o) confirmation that a mobile crusher will/won't be used on site and if so, a copy of the permit and intended dates of operation;
- (p) details of an air quality impact assessment for the construction phase, including details of monitoring (with particular reference to particulates);
- (q) confirmation of all Non-Road Mobile Machinery (NRMM) to be used, or a statement confirming that NRMM will not be used. All Non-Road Mobile Machinery (NRMM) and plant to be used on site of net power between 37kW and 560 kW must be registered at

<http://nrmm.london/>;

- (r) an explanation of how construction-phase contamination and remediation risks, to the wider environment, neighbours and construction workers will be controlled;
- (s) an Asbestos Survey and Management Plan;
- (t) details of optimising use of the river as a source of the movement of construction materials, seeking to reduce impacts on the surrounding road network;
- (u) details of any closures of public routes and diversions, including the Thames Path, demonstrating how time spent closed to the public has been minimised; and
- (v) the measures that are to be implemented, if appropriate, to ensure that demolition does not have a detrimental impact on the safe and efficient operation of buses to and from this site and upon the safety, comfort and convenience of bus passengers.

The development shall be constructed in accordance with the approved CLP and CMP.

Reason 48: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, and to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties in accordance with Policy IM5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014) and the Greener Greenwich SPD.

Condition 49

Contamination Risks – Outline - Prior to the commencement of each phase of the development hereby approved, excluding demolition and site preparation works, a strategy to deal with the potential risks associated with any contamination of the relevant phase shall be submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

(A) a site investigation scheme, based on the findings of the Ramboll Geoenvironmental and Geotechnical Interpretative Report, (Ref: 1620000199-RAM-XX-XX-RP-CE-00001), to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site and during construction.

(B) the results of the site investigation and the detailed risk assessment referred to in (A) 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, including mitigation following the Foundation Works Risk Assessment.

(C) a verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (B) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason 49 : To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution, in line with the National Planning Policy Framework (NPPF) (Paragraph 170) and Policy E(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed

Policies (2014).

Condition 50

Verification Report – Contamination – Outline - Prior to first occupation of each phase of the development hereby approved, a verification report demonstrating the completion of works set out in the approved remediation strategy (Condition 49, part C) and the effectiveness of the remediation shall be submitted to, and approved in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met for the relevant phase.

Reason 50: To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete, in line with the National Planning Policy Framework (NPPF) (Paragraph 170) and Policy E(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 51

Landscape, Biodiversity Enhancement and Management Plan – Outline -

Notwithstanding the information contained within the Environmental statement technical appendices Vol 3- Chapter 8.2 - Ecology (part 1) prepared by Ramboll (October 2018), prior to the commencement of each phase of the development hereby approved, including demolition and site clearance works, an ecological assessment and ecological management plan for the relevant phase, including mitigation measures during demolition and construction, long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas, shall be submitted to and approved in writing by the Local Planning Authority. Development proposals must ensure no net loss of biodiversity overall and wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity and optimise the Urban Greening Factor (UGF) score for the relevant phase.

The submitted report shall include:

- (A) An Ecological Appraisal including an updated Phase I Habitat Survey demonstrating the details of all features of ecological value on the site, and setting out measures for their protection during construction works. Any mitigation measures identified therein shall be implemented in accordance with the approved details.
- (B) Detailed results of the roosting bats' and nesting birds' surveys which include: bat exit / re-entry and nesting bird checks, if evidence of these species is recorded.
- (C) A detailed method statement for the removal or long-term management /eradication of invasive species on the site if records are identified. The method statement shall include proposed measures to prevent the spread of invasive species such as butterfly bush and cherry laurel during any operations such as mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981.
- (D) Details to protect the established vegetation from any damage that could be

caused during demolition and construction. All works should be undertaken by a suitably qualified and experienced specialist contractor and should conform to current industry best practice, i.e. BS 3998: 2010 'Tree Work - Recommendations'. The details should ensure that existing commuting/foraging routes currently utilised by bats and other wildlife are maintained.

(E) Details from a suitably qualified ecologist specifying how the landscape features have been developed for biodiversity and ecological enhancement, are linked and will become part of the wider green infrastructure as well as provide ecological corridors for the local fauna and flora as appropriate. The mitigation and enhancement should include the following:

- (i) Native and/or nectar producing and/or deciduous plant and tree species preferably of local provenance;
- (ii) Diversity grassland areas such as lawns with low growing native herbs, unmown grass verges, wildflower mixes on amenity and recreational open spaces and/or meadow areas;
- (iii) Dense areas of shrubbery;
- (iv) Habitat areas identified in the Greenwich Biodiversity Action Plan;
- (v) Bird and bat sensitive lighting;
- (vi) Street trees; and
- (vii) Artificial nesting and roosting sites/boxes including number, location (eastings and northings) and specification for bird, bat and invertebrate species.

(F) A timetable for installation of the ecological measures identified under parts (A) to (E). The timetable ensure ecological measures are installed no later than 12 months of the first occupation of each phase.

Where habitats are created as mitigation for development, management plans for the habitat shall also be provided detailing how the areas are to be managed in the longer term. Once approved the mitigation and management plans shall be undertaken in accordance with the approved details.

(G) Evidence that the ecological measures approved under parts (A) to (E) have been installed in accordance with the details above should be submitted to and approved by the local planning authority within three months of the date of installation identified under part (F).

Reason 51: To provide insulation and to contribute towards enhancing biodiversity, reducing flood risk and improving the aesthetic value of the development as well as resident's well-being and comply with London Plan (2021) policies G1 (Green Infrastructure), G5 (Urban Greening), SI13 (Sustainable Drainage) and G6 (Biodiversity and Access to Nature) and Policies OS4 (Biodiversity), DH1 (Design) and E(f) Living Roofs and Walls of the Royal Greenwich Core Strategy and Detailed Policies (2014).

Condition 52 Explosive Ordnance – Outline

(A) Prior to the commencement of each phase of the development hereby

approved, including demolition and site preparation works, the following shall be submitted to and approved, in writing, by the Local Planning Authority prior to the commencement of that phase:

- A Detailed Risk Assessment and Intrusive UXO Survey, based on the findings of the unexploded ordnance assessment set out in Technical Appendix 2.9 of the Environmental Statement, to characterise the site and; provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- Following the results and outcomes of the Preliminary and Detailed Risk Assessments, a Risk Mitigation Plan giving full details of the mitigation measures required and how they are to be undertaken. This requires the provision of both a Mitigation Implementation and Verification Plan.
- Details attaining to Operational UXO Emergency Response Plan; and
- UXO Safety & Awareness Briefings – must also be provided.
- The identified mitigation must be carried out in accordance with the approved details.

(B) On completion of the above (A), and prior to the commencement of each phase, a final Verification Report is required to demonstrate that the works set out in (A) have been completed, along with any requirements for longer term monitoring of risks, maintenance and arrangements for contingency action for that phase. Longer term monitoring shall be carried out in accordance with the approved details.

Reason 52: To ensure that appropriate arrangements are in place in the event of the discovery of UXO and to ensure that environmental and health risks have been satisfactorily managed so that the site is deemed suitable for use; in accordance with the aims of the National Planning Policy Framework (NPPF), Policies E(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014) and Policy SD1 of the London Plan (2021).

Condition 53

‘Be seen’ energy monitoring – Outline - The development hereby approved shall be constructed to comply with the GLA ‘Be Seen’ energy monitoring requirements as set out below for a minimum period of five years from first occupation, for each phase:

(A) Prior to the commencement of above ground works within each phase of the development, excluding demolition and site clearance works, 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 shall be submitted to the GLA’s monitoring portal and Local Planning Authority for information.

(B) Upon completion of the ‘as-built’ design for each phase (upon commencement of RIBA Stage 6) and within 4 months of practical completion of each phase of residential development, updated accurate and verified estimates of the ‘be seen’ energy performance indicators for each reportable unit of the development, as well as supporting evidence, as per the methodology outlined in Chapter 4 ‘As-built stage’ of the GLA ‘Be seen’ energy monitoring guidance, shall be uploaded to the GLA’s monitoring portal and submitted to the Local Planning

Authority for information. Confirmation that suitable monitoring devices have been installed and maintained for the monitoring of the in-use energy performance indicators, as outlined in Chapter 5 'In-use stage' of the GLA 'Be seen' energy monitoring guidance document should also be provided.

(C) Upon completion of the first year of occupation for each phase, following the end of the defects liability period (DLP) and for the following four years, accurate and verified annual in-use energy performance data as well as supporting evidence 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 shall be uploaded to the GLA's monitoring portal and submitted to the Local Planning Authority for information.

(D) In the event that the in-use evidence submitted under part (C) shows that the as-built performance estimates have not been or are not being met for two consecutive years, the legal Owner shall investigate and identify the causes of underperformance and the potential mitigation measures and set these out in the relevant comment box of the 'be seen' spreadsheet within 3 months of identifying a shortfall against the as-built performance estimates. Where measures are identified, which can be reasonably practicable to implement, an action plan comprising such measures shall be prepared and submitted to the Local Planning Authority for written approval within 3 months of identifying a shortfall against the as-built performance estimates. The measures approved by the Local Planning Authority shall be implemented by the legal Owner based on the agreed action plan timescales, and in any event, no later than 6 months following approval of the action plan.

Reason 53: In order to ensure that actual operational energy performance is minimised and demonstrate compliance with the 'be seen' post-construction monitoring requirement of Policy SI 2 of the London Plan.

Condition 54

Whole lifecycle carbon assessment – Outline

- (A) Prior to the commencement of above ground works within each phase of the development hereby approved, excluding demolition and site preparation works, an initial Whole Life-Cycle Carbon Assessment (WLCCA) shall be prepared in accordance with London Plan Policy SI2 and the draft Whole Life- Cycle Carbon Assessments guidance (as updated) and submitted to the Local Planning Authority for written approval, in consultation with the GLA. In preparing the WLCCA, the applicant shall consider reporting the embodied carbon of all building elements as per CIBSE TM65 or RICS Whole Life Carbon Assessment for the Built Environment, 1st Edition.
- (B) Prior to the first occupation of each phase within the development hereby approved, the post-construction tab of the GLA's whole life carbon assessment template shall be completed based on the quantities approved by the project Quantity Surveyor and other supporting information provided by the Contractor and in its entirety in line with the GLA's Whole Life Carbon Assessment Guidance. The post-construction assessment (as-built) should provide an update of the information submitted at planning submission stage, including the whole life carbon emission figures for all life-cycle modules based on the as-built

materials, products and systems including MEP systems, quantities and specifications, element distance travelled from place of origin to site, waste transportation records and site energy used. This shall be issued to the GLA at: ZeroCarbonPlanning@london.gov.uk, along with any supporting evidence as per the guidance and Local Planning Authority for information.

Reason 54: In the interests of sustainable development and ensure the carbon emissions resulting from the materials, construction and MEP and the use of a building over its entire life have been appropriately reduced in line with Policy SI2 of the London Plan (2021).

Condition 55

Sustainable Design and Construction Standards – Outline - Prior to the commencement of each phase of the development hereby approved, excluding demolition and site preparation works, a Sustainability Statement, which includes full details of the sustainability measures, including but not limited to rain gardens, swales and permeable paving, to achieve the requirements of the local, regional and national planning policies at the time of the submission of the reserved matters application, shall be submitted to, and approved in writing by the local planning authority.

In demonstrating compliance, reference to the Royal Borough of Greenwich, Greener Greenwich SPD (2014) or the relevant guidance at the time of the Reserved Matters Applications and their criteria is essential.

The development shall be carried out in accordance with the details as approved, shall be maintained as such thereafter.

Reason 55: In the interest of addressing climate change and to secure sustainable development in accordance with policies D3, SI1, SI2, SI3, SI4, SI7, SI12 and SI13 of the London Plan 2021, Policy DH1 Design of Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014) and Royal Borough of Greenwich, Greener Greenwich SPD (2014).

Condition 56

Cranes – Outline - No cranes or scaffolding shall be erected on the site unless and until construction methodology and diagrams clearly presenting the location, maximum operating height, radius and start/finish dates for the use of cranes for each relevant phase of development, has been submitted to, and approved in writing by, the Local Planning Authority, in consultation with London City Airport.

Reason 56: The use of cranes or tall equipment in this area has the potential to impact LCY operations, therefore they must be assessed before construction in accordance with Policy IM(d) of the Royal Greenwich Local Plan (2014).

Condition 57

Satellite Antennas and Aviation – Outline - No satellite antenna, apparatus or plant of any sort (including structures or plant in connection with the use of telecommunication systems or any electronic communications apparatus) shall be erected on the site or roof of any buildings within a phase unless and until details of their size and location have previously been submitted to and approved by the Local Planning Authority in consultation with London City Airport.

Reason 57: In the interest of aviation safety in accordance with Policy IM(d) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 58

Bird Hazard Management – Outline - Prior to the commencement of above ground works for each phase of development, excluding demolition and site clearance works, a detailed scheme for green and/or brown roofs, landscaping and an associated bird hazard management plan shall be submitted to and approved in writing, by the Local Planning Authority, in consultation with London City Airport. The bird hazard management plan must follow the template provided by London City Airport. All green/brown roofs and landscaping should be designed to make them unattractive to London City Airport's bird species of concern so as not to have an adverse effect on the safety of operations at London City Airport.

The development shall be implemented in accordance with the approved details and so retained in perpetuity.

Reason 58: In the interest of aviation safety in accordance with Policy IM(d) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 59

Highways – Signs, Road Markings and Traffic Calming – Outline - Prior to the commencement of each phase of the development hereby approved, excluding demolition and site preparation works, full details (including detailed plans) of traffic calming measures, road markings, signs (including those for wayfinding), street furniture, flags, poles, bus shelters, street lighting, highways drainage, location of highways and footways, and plants and trees (including size and species) within that phase, together with maintenance and management arrangements, shall be submitted to, and approved in writing by, the Local Planning Authority in consultation with Transport for London.

The submission shall demonstrate how the relevant phase will not have a detrimental impact on the safety and/or efficiency of bus operations within this site. The details shall include, where relevant, carriage and footway widths, tracked vehicle movements (including HGVs and buses) and ways to minimise conflict between pedestrians, cyclists and vehicles through passive design. This should include private highway, footway and cycles ways and make reference to consideration of bus operations and passengers, including any new or temporary footways or cycleways introduced.

The development shall be implemented in accordance with the approved details and so retained.

Reason 59: In order to maintain safety for all road users and to ensure compliance with Policies IM4 and IM5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies and Policy T3 of the London Plan (2021).

Condition 60

Water Efficiency – Outline

(A) Prior to the commencement of above ground works for each phase of the development hereby approved, excluding demolition and site preparation works, Water Efficiency calculations prepared by a suitably qualified assessor, shall be submitted to, and approved in writing by, the local planning authority, to demonstrate that the detailed design of each phase within the development is designed to meet water efficiency standards with a maximum water use target of 105 litres of water per person per day for the residential, and BREEAM Excellent standard for the 'Wat 01' BREEAM water category for the non-residential, or the relevant water use standards in line with Mayor's water saving targets and local requirements at the time of the submission of the Reserved Matters application.

(B) Prior to occupation of each residential unit within the development, evidence that the approved dwellings have incorporated water saving and monitoring measures that is in line with Part A shall be submitted to the Local Planning Authority for written approval.

(C) Prior to first use of each non-residential unit within the development, evidence that the approved non-residential spaces have incorporated water saving and monitoring measures that will prevent the undue consumption of water in line with Part A shall be submitted to the Local Planning Authority for written approval.

Reason 60: To ensure the sustainable use of water, in accordance with the approved sustainability statement and policy SI5 of London Plan (2021) and Policy DH1 Design of Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014) and Royal Borough of Greenwich Greener Greenwich SPD (2014).

Condition 61

BRE Green Guide – Outline

(A) Prior to the commencement of each phase of the development hereby approved, excluding demolition and site preparation works, details demonstrating that all external and internal building materials to be used on the residential and non-residential components of the development comply with the BRE Green Guide to Housing Specification categories A, B or C, shall be submitted to, and approved in writing by, the Local Planning Authority. If the relevant part of the development falls below the C category, proposed measures will be identified to seek to achieve the required categories.

(B) Six months prior to the fit out of the new non-residential buildings within a phase, details demonstrating that the internal building materials to be used within the new non-residential buildings comply with the BRE Green Guide Specification categories A+ to C shall be submitted to an approved by the Local Planning Authority. If the relevant part of the development falls below the A+ to C category, proposed measures will be identified to seek to achieve the required categories.

Each phase of the development shall be carried out in accordance with the details as approved unless minor variations thereto are otherwise agreed in writing by the Local Planning Authority.

Reason 61: To comply with Policy D3 of the London Plan (2021) and Policy IM4 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 62

Rainwater Recycling – Outline

(A) Prior to the commencement of each phase, excluding demolition and site preparation works, a report on the feasibility of a rainwater recycling system for irrigation requirements shall be submitted to and approved in writing by the Local Planning Authority. The feasibility report will assess the practicality and viability of including rainwater recycling into the residential phases of the scheme and determine whether it is technically viable for the development.

(B) If rainwater recycling is considered to be viable, subject to Part (A), then within six months of completion of the installation of the approved large scale rainwater recycling system for each phase (where relevant), evidence of commissioning and evidence that the rainwater recycling system has been installed in accordance with the details approved under Part (A) shall be submitted to the Local Planning Authority for written approval. The development shall be carried out in accordance with the details as approved, shall be maintained as such thereafter and shall not be amended without the prior written consent of the Local Planning Authority.

Reason 62: To reduce the amount of potable water consumed from the water mains supply and contribute towards the sustainable use of water to comply with Policy D8, SI13 of the London Plan (2021) and Policy DH1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 63

Overheating and Cooling – Outline - Prior to the commencement of above ground works for each phase of the development hereby approved, excluding demolition and site preparation works, the details of the dynamic thermal modelling, using the guidance and criteria provided in CIBSE TM59, TM52 & TM49 (DSY1, DSY2 and DSY3) and Cooling Hierarchy or the relevant London Plan and Local Plan policies and methodology/criteria at the time of the submission of the relevant Reserved Matters application, demonstrating how these units perform against, and exceed the overheating criteria where possible, shall be submitted to, and approved in writing by, the Local Planning Authority. The details of any additional measures to be incorporated into each unit to minimise the risk of overheating (without active cooling) shall also be submitted and evidence that these measures can and will be incorporated into the development if the dynamic thermal modelling demonstrates that overheating would occur. Compliance with Criterion 3 of the Building Regulations should also be demonstrated and the actual cooling demand (kW/m²) (if required) should be demonstrated to be reduced compared to the notional.

Each residential or commercial unit shall thereafter be constructed in accordance with the approved details to achieve the agreed standard.

Reason 63: To ensure that each residential unit within the development is energy efficient and to reduce the risk of overheating in line with policy SI4 of the London

Condition 64

Energy Centre/ Communal/District Heating/ Connection to the GP LCEC – Outline

(A) Six months prior to practical completion and prior to the first occupation of each phase, the following details shall be submitted to, and approved in writing by, the Local Planning Authority:

- (i) Evidence of investigation of ways of heat exported to neighbouring sites and briefings of discussions with sites in close proximity;
- (ii) Details of the plant room(s), including size, layout and location, and thermal stores (if available);
- (iii) Details of the technologies and associated equipment to serve the energy requirements of the development, including but not limited to, technical information such as operational data and operational performance, costs and QI rating, carbon intensity of heat network (kgCO₂/kWh), monthly demand profiles for heating and hot water and cooling demand, analysis used to determine size of the proposed technology;
- (iv) Details of the pipe network (including the size and route, flow and return temperatures, total length of the heat network in metres (flow and return) distribution and transmission, diagram route, total plant heating capacity, total heat generated, total heat supplied to premises and how primary and secondary site heat network losses have been minimised) for the connection of the residential and/or non-residential components into the site wide heat network or as approved under Energy Strategy conditions (detailed and outline);
- (v) Details of schematic of the site wide heat network showing all residential units and/or non-residential units connected into it or plant room and connection to the Greenwich Peninsula Low Carbon Energy Centre (GP LCEC) as approved under Energy Strategy conditions (detailed and outline);
- (vi) The method of how the facility and/or infrastructure has been designed to allow for the future connection of the development to an offsite heat network and/ or private wide network including connection point on the ground floor; drawings and floor plans if connection to GP LCEC hasn't been pursued as a priority;
- (vii) Evidence that any gas boilers required to serve the energy requirements of the approved development, should be of Ultra-Low NO_x with maximum NO_x Emissions that are compliant with the NO_x (g/m²) (<40mgNO_x/kWh) benchmarks as set out at Appendix 5 of the Mayor's Sustainable Design and Construction SPG (April 2014) or subsequent related version.
- (viii) Details and evidence to demonstrate that the district heating network shall be designed in accordance with Heat Networks: Code of Practice for the UK (based on the latest technical guidance), Heat Trust Standards and Heat Network (Metering and Billing) Regulations (HNMBR).

(B) Within six months of first occupation of each phase, details and evidence shall be submitted to, and approved in writing by, the local planning authority which include a post commissioning assessment, completed by an independent assessor, for either

connection to GP LCEC or installation of a centralised system to provide the space heating/ hot water/ cooling, certifying that either the off-site connection or the on-site standalone energy servicing strategy has been well designed in line with Part A, runs efficiently, has reliability of supply, a reasonable customer tariff and appropriate management and maintenance arrangements are in place.

Reason 64: To ensure that the allocated space for energy equipment within the development is designed in a manner that ensures that the development contributes to reducing the use of fossil fuel or other primary energy generation capacity, is designed to connect to an offsite heating and/or private wire network and to reduce emissions of greenhouse gases in accordance with policies SI2, SI3 of the London Plan 2021, policies DH1 and E1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014), the Mayor's Sustainable Design and Construction SPG (2014) and Greener Greenwich SPD (2014).

Condition 65

Energy Strategy – Outline

(A) Notwithstanding the details contained within the Outline Energy Strategy (Rev. P07) prepared by Ramboll (March 2021) and Energy Addendum – Responses to RBG (Rev. P03) prepared by Ramboll (12 November 2020), prior to the commencement of each phase of the development hereby approved, excluding demolition and site preparation works, a revised Energy Strategy shall be submitted to, and approved in writing by, the Local Planning Authority for that phase. The Energy Strategy shall:

- (i) outline the measures to be incorporated into the residential units of each phase (if residential is included within that phase) to comply with the zero carbon standard (regulated carbon dioxide emissions) above Building Regulations Part L 2013, or the relevant London Plan and Local Plan policies and Building Regulations at the time of the submission of the relevant Reserved Matters applications, taking into account the changes proposed under the revised Interim Building Regulations Part L and Future Homes Standards;
- (ii) investigate beyond best practice passive design measures to maximise energy and carbon savings prior to incorporation of renewable/low carbon technologies. The carbon emissions and associated savings at the Be Lean case must be assessed and demonstrated against SAP 2012 and SAP 10 emissions factors (where applicable);
- (iii) identify measures and calculate and minimise energy uses not covered by Building Regulations (un-regulated);
- (iv) prioritise connection of the residential and non-residential buildings to the Greenwich Peninsula Low Carbon Energy Centre (LCEC) comprising of gas boilers, Combined Heat and Power (CHP) plant or other alternative low carbon source and renewable energy technology(ies);
- (v) be based on a connection for a site-wide heat network supplied by an energy centre and if a single energy centre is found to be unfeasible to demonstrate that the number of energy centres/networks have been minimised supported by relevant drawings;
- (vi) investigate ways of reducing peak sizes of installed post-occupancy;
- (vii) provide technical details for all technologies proposed including but not limited to types of refrigerants proposed for the technology and heat

- network, efficiencies of systems, refrigerant leak detector and refrigerants' Global Warming Potential etc;
- (viii) maximise onsite renewable energy generation, subject to operational plant requirements and overshadowing constraints;
- (ix) submit the GLA's Carbon Emission Reporting spreadsheet demonstrating the carbon dioxide emissions and associated savings based on a) connection to the Greenwich Peninsula Low Carbon Energy Centre (LCEC) and b) in line with part A (i);
- (x) provide comments on the feasibility detailed study, prepared by the district heating network provider, demonstrating the technical challenges, timelines, and analysis for the bridge crossover and outline the decarbonisation plans of the Greenwich Peninsula Low Carbon Energy Centre (LCEC), which will need to have been agreed beforehand between the GLA, RBG and the operator and which should be in line with the Mayor's target for London to be net zero-carbon. As a minimum, this feasibility study should include investigation of all available options for decarbonising the network and timings for doing so, e.g. waste heat sources in the area, potential replacement of gas engine CHP with other low carbon technologies such as heat pumps evidence of existing (or planned) studies that have been undertaken and timescales for implementing the decarbonisation plans, including investigation of funding for further work from DEEP/LEA and government's Heat Network Investment Project (HNIP), and a detailed plan demonstrating that the process is being monitored in order to ensure its implementation as well as a commitment to keep the GLA and RBG updated on progress. The decarbonisation plans will have been reviewed and agreed with the operator to enable the applicant to include the agreed version within the Energy Strategy.

(B) Within three-months of the practical completion and prior to occupation of the residential and non-residential units within a phase, the following information shall be submitted to the Local Planning Authority for written approval:

- (i) Final technical information in line with GLA's energy assessment guidance and evidence including commissioning of installation that the renewable/low carbon technologies are installed in accordance with Part (A) and certified under the Microgeneration Certification Scheme (MSC), if appropriate, and comply with the Enhanced Capital Allowances (ECS) product criteria, if appropriate and if connection to GP LCEC is not pursued as a priority;
- (ii) the resulting scheme, along with machinery/apparatus location, specification and operational details of renewable/low carbon technologies in accordance with Part (A), as appropriate, and condition 64 (Energy Centre/Communal/District Heating);
- (iii) a management plan for the operation of the renewable/low carbon technologies in accordance with Part (A) and condition 64 Communal/District Heating, if appropriate.
a servicing plan including times, location, frequency, method of servicing of the renewable/low carbon technologies and condition 64 (Energy Centre/Communal/District Heating), if appropriate;
- (iv) Evidence that energy efficient appliances and other appropriate measures have been incorporated to reduce the energy demand and unregulated energy usage in accordance with Part (A);

- (v) Energy Performance Certificates [EPC's], detailed modelling output reports showing clearly the DER/BER and TER from the "as built stage" to confirm compliance with the carbon dioxide savings achieved through passive design measures and the energy servicing strategy approved under Part (A);
- (vi) Detailed thermal bridging calculations for both residential and non-residential components and 'As Built' SAP Thermal Bridging and SAP Overheating modelling output reports to confirm compliance with Accredited Construction Details (ACDs) or better (psi-value ≤ 0.15).

The approved development shall be carried out strictly in accordance with the details so approved, and the necessary equipment to allow connection of the approved development to the site wide district heating system served by the Greenwich Peninsula Low Carbon Energy Centre (LCEC) shall be installed and operational prior to the first occupation of the residential and non-residential components within the development.

Reason 65: To ensure that the development hereby approved is energy efficient and to contribute to the avoidance of need for new fossil fuel or other primary energy generation capacity and to reduce emissions of greenhouse gases and to minimise the impact of building emissions on local air quality in the interests of health, in accordance with policies GG3, SI1, SI2, SI3 and SI4 of the London Plan 2021, Policy E1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014), The Royal Borough of Greenwich Greener Greenwich SPD (2014) and the Mayor's Sustainable Design and Construction SPG (2014).

Condition 66

Play Space – Outline - Prior to the commencement of above ground works for each phase containing residential units, excluding demolition and site preparation works, full details of the children's play areas, including details of play equipment and safety measures, shall be submitted to and approved in writing by the Local Planning Authority.

The details of the children's play area and play equipment to be installed shall achieve substantial compliance with the Mayor's Supplementary Planning Guidance 'Shaping Neighbourhoods: Children and Young People's Play and Informal Recreation' (September 2012) (or such other relevant standard).

The play areas and play equipment shall be fully implemented in accordance with the approved details prior to the first occupation of the relevant residential building within each phase and shall be retained in perpetuity thereafter.

Reason 66: In order to ensure that sufficient on-site play facilities are provided for the future occupiers of the development and to ensure compliance with Shaping Neighbourhoods: Play and Informal Recreation SPG (2012), Policy S4 of the London Plan (2021) and Policy H(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 67

Fire Strategy – Outline - Prior to the commencement of above ground works for each phase, excluding demolition and site preparation works, a Fire Safety Strategy

shall be submitted to, and approved in writing by, the local planning authority, in consultation with the London Fire Brigade which shall:

- (a) identify suitably positioned unobstructed outside space for fire appliances to be positioned on and appropriate for use as an evacuation assembly point;
be designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire, including appropriate fire alarm systems and passive and active
- (b) fire safety measures;
- (c) be designed and constructed in an appropriate way to minimise the risk of fire spread;
- (d) provide suitable and convenient means of escape, and associated evacuation strategy for all building users;
- (e) include a robust strategy for evacuation which is appropriate for all building users, can be periodically updated and published, and which all building users can have confidence in; and
- (f) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

The fire strategy, together with the means of escape shall be provided to all residents and occupiers on arrival.

Reason 67: In the interests of fire safety and in accordance with Policy D12 of the London Plan (2021).

Condition 68 Archaeology

(A) Prior to the commencement of each phase, excluding demolition and site preparation works, a written scheme of investigation (WSI), setting out the programmes for the geo-archaeological observation and recording, evaluation, and mitigation, shall be submitted to, and approved in writing by, the local planning authority. For land that is included within the WSI, no development shall take place other than in accordance with the agreed WSI, which shall include:

- (i) The public engagement framework
- (ii) the statement of significance and research objectives;
- (iii) the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; and
- (iv) the programme for post-investigation assessment and subsequent analysis, publication & dissemination and archive deposition of resulting material.

(B) Prior to the first occupation of each phase of the development hereby approved, evidence that the programmes of both the geo-archaeological evaluation and geo-archaeological mitigation have been carried out in accordance with the WSI approved under part (A), and the analysis, publication & dissemination and archive deposition of resulting materials have been secured, shall be submitted to, and approved in writing by, the local planning authority.

Reason 68: To protect assets of archaeological interest on-site in accordance with HC1 of the London Plan (2021) and Policy DH(m) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 69

External Accessibility - Prior to the commencement of above ground works for each phase, excluding demolition and site preparation works, full details of access arrangements for people with mobility difficulties, for all external parts of the relevant phase of the development, shall be submitted to, and approved in writing by, the Local Planning Authority.

For the avoidance of doubt this shall include large scale plans illustrating the different gradients on all routes to and through the site, including details of ramps, steps, gates, canopies above main entrances (shelter), street furniture (potential obstructions), and details of access to disabled parking, where applicable, (parking spaces must have a minimum clear headroom of 220 mm and a crossfall of not more than 1:60).

The development shall be completed in accordance with the approved details.

Reason 69: To facilitate the movement of those with mobility difficulties and to comply with Policies D5 and D8 of the London Plan (2021) and Policy IM4 and IM(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 70

Site Wide Accessibility – M4(2) Dwellings – Outline - Prior to the commencement of above ground works for each residential phase, excluding demolition and site preparation works, drawings illustrating that all dwellings (except those provided as M4(3) units, in accordance with conditions 71 and 72), comply with Building Regulations 2016 (as amended) requirement M4(2) 'accessible and adaptable dwellings', shall be submitted to, and approved in writing by, the local planning authority.

The drawings shall demonstrate that all doors to dwellings, including their balconies / winter gardens / terraces have clear opening widths which do not impede movement, all private amenity areas provide a minimum of 1500mm turning circle clear of the swing of the door, and all beds have a minimum access route on either side and at the foot of at least 750mm.

The development shall be carried out and retained for the lifetime of the development in accordance the approved details.

Reason 70: To accord with Policy D7 of the London Plan (2021) and Policy H5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 71

M4(3)(2)(a) - Wheelchair Adaptable Dwellings – Outline

(A) Prior to the commencement of above ground works for each residential phase, excluding demolition and site preparation works, full details of the wheelchair

adaptable dwellings that comply with Building Regulations 2016 (as amended) requirement M4(3)(2)(a) 'wheelchair adaptable dwellings' shall be submitted to and approved in writing by the Local Planning Authority.

(B) The applicant must fit out the dwellings in accordance with the approved details, and details confirming compliance with M4(3)(2)(a), including photographic evidence, shall be submitted to, and approved in writing by the local planning authority prior to the occupation of each phase.

(C) The development shall be retained for the lifetime of the development in accordance the details approved under parts (A) and (B).

Reason 71: To accord with Policy D7 of the London Plan (2021) and Policy H5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 72

M4(3)(2)(b) – Wheelchair Accessible Dwellings – Outline

(A) Prior to the commencement of above ground works for each phase, excluding demolition and site preparation works, full details of the wheelchair accessible dwellings that comply with Building Regulations 2016 (as amended) requirement M4(3)(2)(b) 'wheelchair user dwellings' shall be submitted to and approved in writing by the Local Planning Authority.

(B) The dwellings must be fitted out in accordance with the approved details, and details confirming compliance with M4(3)(2)(b), including photographic evidence, shall be submitted to, and approved in writing by the local planning authority, prior to the first occupation of each phase.

(C) The development shall be retained for the lifetime of the development in accordance the approved details approved under parts (A) and (B).

Reason 72: To accord with Policy D7 of the London Plan (2021) and Policy H5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 73

Foundation Design – Outline - Prior to the commencement of each phase, excluding demolition and site preparation works, full details of the foundation design and construction method to protect archaeological remains shall be submitted to, and approved in writing by, the local planning authority.

The details submitted shall be implemented as approved.

Reason 73: To protect assets of archaeological interest on-site in accordance with HC1 of the London Plan (2021) and Policy DH(m) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 74

Detailed Drainage Scheme – Outline - Prior to the commencement of each phase of the development hereby approved, excluding demolition and site clearance works,

and in accordance with the submitted Site Wide Drainage Strategy (Ramboll, March 2020, Document Ref: 1620000199-RAM-XX-XX-RP-CX-00002, Rev 2), the detailed design of a surface water drainage scheme for the relevant phase, shall be submitted to, and approved in writing by, the Local Planning Authority, in consultation with the Lead Local Flood Authority. The scheme shall address the following matters:

- Provide clarification on the overall site area, the proposed impermeable areas and the area of the drained catchments within the outline element of the development, having regard to the impacts on the detailed element of the proposal.
- Provide the greenfield runoff rates for the relevant phase and anticipated greenfield runoff rates for entire Modern Wharf site wide area (assumed 5.84ha), for the 1 in 1 event, the 1 in 30 year event and the 1 in 100 year events, and the existing and proposed rates for the relevant phase and anticipated runoff rates for the entire Morden Wharf site, for all return periods, including 40% climate change to be provided to understand the overall site wide benefits of the drainage strategy.
- Provide a Flood Evacuation Plan with details of how safe access and egress would be provided. If potential evacuation routes are inundated, the Flood Evacuation Plan with should provide details of a temporary place for safe refuge.
- Provide standard details for the headwalls.
- Provide clarification on an assessment of a tide-locked scenario within the drainage strategy to ensure each phase and the site can be effectively drained at all times.
- Provide evidence from Thames Water for the proposed discharge rate and location.
- Provide confirmation on which organisation will be responsible for the maintenance of the SuDS and provide a maintenance plan for the petrol interceptor at the Morden Wharf site.

The detailed drainage design scheme shall be implemented as approved and so retained.

Reason 74: To prevent the risk of flooding to and from the site in accordance with Policy SI 13 of the London Plan (2021) and the Sustainable Design and Construction SPG.

Condition 75 Secured by Design – Outline

(A) The development hereby approved shall incorporate safety and security measures to minimise the risk of crime, meet the specific security needs of the development and shall achieve accreditation through the Secured by Design Award Scheme.

(B) Prior to the commencement of above ground works for each phase, excluding demolition and site preparation works, details of measures to achieve the Secured by Design award scheme shall be submitted to, and approved in writing by, the Local Planning Authority, in consultation with the Metropolitan Police SE Designing Out Crime Office, setting out how the principles and practices of the Secured by Design Scheme are to be incorporated into the approved scheme. This should include mitigation for counter-terrorism purposes,

including but not limited to operational requirements, blast assessments, hostile vehicle mitigation, glazing, security lighting, CCTV, dynamic lockdown capabilities, communication capabilities, security awareness and Building Information Modelling.

(C) Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the agreed details, with evidence of installation and details of completion submitted to the local planning authority prior to the first occupation of each phase of the development. The details approved in parts (a), (b) and (c) above shall be permanently retained as such thereafter.

Reason 75: In the interest of creating safer, sustainable communities and to ensure the development is implemented in accordance with Policy D11 of the London Plan (2021) and Policy CH1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 76

External Materials – Outline - Prior to the commencement of above ground works for each phase, excluding demolition and site preparation works, details and samples for all external materials, including a schedule of their locations, shall be provided. Where applicable, the materials shall include walls, roofs, windows and doors, sills and lintels, balconies, balustrades, visible pipes, grids and louvers, outdoor pavements, stairs, gates, boundary walls and fences to be used on the external surfaces of the buildings and hard surfaced areas and shall be submitted to, and approved in writing by, the Local Planning Authority.

The development shall be constructed and retained for the lifetime of the development in full accordance with the approved details.

Reason 76: To ensure that the Local Planning Authority may be satisfied as to the external appearance of the building(s) and to comply with Policy D6 of the London Plan (2021), Policies DH1, DH(a) and DH(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014).

Condition 77

Cycle Parking – Outline - Notwithstanding the submitted details, prior to the commencement of above ground works for each phase, excluding demolition and site preparation works, details of all cycle parking for all uses within that phase, shall be submitted to and approved in writing by the Local Planning Authority in consultation with TfL.

The cycle parking details shall demonstrate that:

- at least the minimum quantum of short-stay and long-stay, as identified in Policy T5 of the London Plan (2021) is provided;
- no less than 5% of all provision within each cycle store is available on Sheffield stands with wide spacing (1.8m spacing, or 900mm side space if wider cycles are expected just on one side of a stand) for larger/wider cycles;
- no less than 20% of all residential cycle parking spaces and 10% of commercial

cycle parking spaces are provided on Sheffield stands at a minimum of 1.0m spacing;

- all residential cycle stores at basement level can be accessed by residents with a cycle via main residential lobbies or by lifts within the public realm;
- any two-tier racks used are mounted with a minimum of 2.5m clear aisle width, and no other style of stand is used;
- the provision of end of user facilities should commercial uses be provided on that part of the development hereby approved;
- all other matters are in accordance with the London Cycling Design Standards; and
- cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

The cycle parking provision shall be fully implemented as approved, prior to the first occupation of the relevant phase, and so maintained in good working order and shall not be used for any other purpose.

Reason 77: To ensure that adequate arrangements are made for cycle parking in accordance with Policy T5 of the London Plan (2021).

Condition 78

External Lighting – Outline - Prior to the commencement of above ground works for each phase, excluding demolition and site preparation works, a scheme of external lighting shall be submitted to, and approved in writing by, the Local Planning Authority, which shall include full details of the size, positioning and luminance of the proposed lights, and a strategy for their use across the site, demonstrating that the proposed lighting strategy would not result in significant light pollution or nuisance. The lighting scheme shall be implemented as approved and permanently retained thereafter and shall be in general accordance with the approved Outline Lighting Strategy prepared by Designs for Lighting (ref. 1456-DFL-LIA-001 - Rev. 2, dated 9 June 2020).

Reason 78: To ensure the development is implemented in accordance with the principles of Policy D11 of the London Plan (2021) and to ensure any external lighting scheme does not result in harm to nearby properties in accordance with Policy E(a) of the Royal Greenwich Local Plan: Core Strategy with detailed Policies (2014).

Condition 79

Commercial/Residential Internal Sound Insulation – Outline - Prior to the commencement of above ground works for each phase, excluding demolition and site preparation works, a detailed scheme of noise insulation measures for all divisions (walls and/or floors) separating non-residential and residential areas shall be submitted to, and approved in writing by, the Local Planning Authority. The scheme of noise insulation measures shall be prepared by a suitably qualified consultant/engineer and shall demonstrate that the proposed sound insulation will achieve a level of protection which is at least +5dB above the Approved Document E standard (Dwelling houses and flats) for airborne sound insulation and -5dB for impact sound insulation for the relevant phase. The approved scheme shall be implemented prior to the commencement of the use and be permanently retained thereafter.

Reason 79: In order to safeguard the amenities of occupants of the residential properties and to ensure compliance with policy D14 of the London Plan (2021) and Policies DH1 and E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 80

Acoustic glazing specification/mechanical ventilation – Outline - Prior to the commencement of above ground works for each phase containing residential units, excluding demolition and site clearance works, full details of a scheme of acoustic window insulation and mechanical ventilation for that phase shall be submitted to and approved in writing by the Local Planning Authority. The scheme of mechanical ventilation shall include measures to ensure the thermal comfort of occupiers in accordance with CIBSE TM52. Other necessary mitigation measures shall include an air pollution information pack for each residential unit detailing the operation and necessity of the installed mechanical ventilation. All works forming part of the approved scheme shall be completed in accordance with the details so approved before the relevant part of the development is occupied and retained for the lifetime of the development.

Reason 80: In order to safeguard the amenities of residential properties and ensure compliance with Policy D3, D13 and D14 of the London Plan (2021) and Policy E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 81

Internal Noise Requirements (attenuated vents when closed) for all units facing towards Tunnel Wharf Safeguarded Wharf – Outline

(A) Prior to the commencement of above ground works for each phase of the development including residential units hereby approved, details of mitigation measures (inclusive of external wall construction, glazing and ventilation) for all residential units facing towards Tunnel Wharf Safeguarded Wharf that have a direct line of sight of the wharf (as indicatively identified on drawing N-00-100-A0-Rev 01) shall be submitted to and approved by the Local Planning Authority. Notwithstanding the approved Residential Glazing and Ventilation Strategy (dated 7 May 2020), the mitigation measures shall achieve the following noise criteria when attenuated vents are closed:

- Criterion 1 is the maximum noise level in habitable rooms at night: i.e. LAeq, 8 hour 25dB [WHO BS8233:2014] – includes all external noise sources (i.e. night-time traffic / environmental sources)
- Criterion 2 is the maximum noise level in bedrooms during the day: i.e. LAeq, 16 hour 30dB [BS8233:2014] – includes all external noise sources (i.e. daytime traffic / environmental sources).
- Criterion 3 is the individual noise events shall not normally exceed 45dB LAFmax in bedrooms at night [BS8233:2014]

(B) Prior to the first occupation of residential units within each phase containing residential units facing towards Tunnel Wharf Safeguarded Wharf, which have a direct line of sight of the wharf (as indicatively identified on drawing N-00-100- A0-Rev 01), a scheme for testing the internal noise environment of the residential units, to demonstrate compliance with the standards required by

Part (A) shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason 81: In order to safeguard the amenities of occupants of the residential properties and to ensure compliance with Policy D12, D14 and SI 15 of the London Plan (2021) and Policies DH1 and E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 82
Balconies and Alternative Amenity Spaces – Outline

(A) Prior to the commencement of above ground works within a phase including residential units, details of residential balconies shall be submitted to and approved in writing by the Local Planning Authority.

The details shall seek to protect balconies against externally generated noise sources (including from surrounding road, industry and wharf sources) within a maximum limit of 55dB(a) LAeq,16hour. Where this is not practicable, in accordance with the British Standard BS8233:2014, these external amenity spaces shall be designed to achieve the lowest reasonably-practicable levels.

Where predicted noise levels at private balconies do not fall within a maximum limit of 55dB(a) LAeq,16hour occupants of those dwellings must either be provided with a winter garden, alternative amenity space, or have easy and convenient access to a shared communal amenity space or public open space within the site which meets the maximum noise limit of 55dB(a) LAeq,16hour.

(B) Where alternative amenity space, shared communal amenity space or public open space is to be provided, a scheme for the provision of this space shall be submitted to and approved in writing by the local planning authority demonstrating compliance with the appropriate noise standard, and implemented as approved prior to occupation of the relevant residential units.

(C) Prior to occupation of the residential units within each relevant phase, a scheme for the testing of balconies and/or alternative amenity spaces to demonstrate compliance with the standards required by Condition 82, shall be submitted to and approved in writing by the Local Planning Authority.

Reason 82: In order to safeguard the amenities of occupants of the residential properties and to ensure compliance with Policy D12, D14 and SI 15 of the London Plan (2021) and Policies DH1 and E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 83
Air Quality and Air Quality Neutral Assessment – Outline

(A) Prior to the commencement of development, excluding demolition and site clearance works, an air quality assessment report, written in accordance with the relevant current guidance, for the existing site and proposed development shall be submitted to and approved by the Local Planning Authority. The development shall

be at least “Air Quality Neutral” and an air quality neutral assessment for both buildings and transport shall be included in the report. The assessment shall have regard to the most recent air quality predictions and monitoring results from the Authority’s Review and Assessment process and London Atmospheric Emissions Inventory. The report shall include all calculations and baseline data and be set out so that the Local Planning Authority can fully audit the report and critically analyse the content and recommendations.

(B) A scheme for air pollution mitigation measures based on the findings of the report shall be submitted to, and approved in writing by, the Local Planning Authority prior to works commencing for each phase. This shall include mitigation for when air quality neutral transport and building assessments do not meet the benchmarks.

(C) The approved mitigation scheme for each phase shall be implemented in its entirety in accordance with details approved under parts (A) and (B) of this condition before any of the development within that phase is first occupied or the use commences, and the mitigation measures shall be retained as such thereafter.

Reason 83: To ensure the development mitigates any harm to local air quality in accordance with Policies E(a) and E(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 84

Boilers – Outline - Prior to their installation, if required, within a phase of development, details of any boilers or CHP units used shall be submitted to, and approved in writing by, the Local Planning Authority. The boilers shall have dry NO_x emissions not exceeding 40 mg/kWh (0%), must not exceed the Band B Emission Standards for Solid Biomass Boilers and CHP, in line with GLA energy assessment guidance (draft 2020) and the discharge stack must be at least 3 metres above any openable windows or ventilation air inlets.

Reason 84: To comply with and Policies E(a) and E(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 85

Shop Front Details – Outline - Prior to commencement of the facade works of the non-residential parts of the development within a phase, plans and sectional details at a scale of 1:10 or 1:20 showing the proposed commercial shop fronts, shall be submitted to, and approved in writing by, the local planning authority.

Such information should demonstrate the location of any fascia signs, shutter/grill boxes, window systems, stall risers, canopies, awnings and entrances.

The development shall be constructed and retained for the lifetime of the development in full accordance with the approved details.

Reason 85: In order that the local planning authority may be satisfied with the details of the proposal and to accord with Policy DH(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 86

Delivery, Servicing and Waste Management Plan (Residential and non-residential) – Outline

- Prior to the first occupation within a phase, a full and detailed Delivery, Servicing and Waste Management Plan for that phase shall be submitted to, and approved in writing by, the Local Planning Authority (in consultation with Transport for London and the Port of London Authority where this affects the adjacent operational safeguarded wharf or uses Morden Wharf Road).

The plan shall cover the following:

- (A) Deliveries and collections including identification of designated loading areas and how deliveries will be scheduled to avoid several delivery vehicles arriving at the site simultaneously;
- (B) Servicing trips (including maintenance); and measures to reduce the number of freight trips to the site (freight consolidation);
- (C) Timings of deliveries (including before 8 am or after 4 pm and at weekends), with particular reference to the impact on the adjacent operational wharf;
- (D) Details of the waste collection, including details of total waste storage capacity for all residential and non-residential elements (space should be made for WEEE and textile bins, and food waste for commercial units), stopping and collection points, drag distances (which shall not be more than 15 metres), height clearances for waste collection vehicles (which shall be 4 metres or higher), and tracked vehicle movements for waste collection vehicles (including interactions with other vehicles which have to enter the site).
- (E) Safety measures required to ensure the effective collection of waste so as to not conflict with the use of the development site or any surrounding uses, including by pedestrians and cyclists;
- (F) Monitoring and review of operations; and
- (G) Measures that are to be implemented to ensure that delivery and servicing activity will not have a detrimental impact on bus operations within this site.

No loading or unloading of vehicles arriving at, or departing from, the site shall be carried out except within the designated loading areas as approved.

The approved Delivery, Servicing and Waste Management Plan shall be implemented in full accordance with the approved details from the first occupation of the development and shall be adhered to for the lifetime of the development.

Reason 86: In order to safeguard residential amenity and pedestrian and traffic safety and ensure compliance with Policy IM3 and E1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014).

Condition 87

Non-residential – hours of operation and deliveries – Outline - Prior to the occupation of the non-residential uses within a phase of development (excluding

Buildings W01 and SW4), full details of the hours of operation, including, but not limited to, the timing of deliveries and servicing shall be submitted to, and approved in writing by, the Local Planning Authority. The uses shall thereafter be carried out in strict accordance with the approved details.

Reason 87: To safeguard the amenities of neighbouring properties, particularly residential properties and the area generally and to ensure compliance with Policy D3 and T7 of the London Plan (2021) and Policies E(c) and DH1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 88

Water Network – Outline - Prior to the occupation of each phase of the development hereby approved, confirmation shall be provided that either:

- all water network upgrades required to accommodate the additional flows from the development have been completed; or
- a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason 88: The development may lead to low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development in accordance with SI 5 of the London Plan (2021).

Condition 89

Wheelchair Adaptable Dwelling Marketing – Outline

(A) Prior to the first occupation of each phase of the development hereby approved, full details of the wheelchair adaptable unit marketing strategy shall be submitted to, and approved in writing by, the Local Planning Authority. The wheelchair adaptable dwellings shall be marketed as such for a minimum period of eight months.

(B) On completion of the marketing period above, evidence of response to the marketing strategy shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Council's Occupational Therapist. Any allocated wheelchair adaptable units must comply with the relevant provisions at final completion unless the units are not to be occupied by wheelchair users.

(C) If, after the end of the marketing period, the units are not to be occupied by wheelchair users, they can be fitted in accordance with the provisions of M4(2).

(D) Following (C), details should be provided which outline how these units could be re-converted to a fully accessible unit in the future.

Reason 89: To accord with Policy D7 of the London Plan (2021) and Policy H5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 90
Fixed Plant Noise – Outline

(A) The rating level of the noise emitted from fixed plant on the site shall be 5dB below the existing background level at any time. The noise levels shall be determined at the façade of any noise sensitive property. The measurements and assessments shall be made according to BS4142:2014 and details shall be submitted to, and approved in writing by, the local planning authority prior to the first occupation of each phase of the development hereby approved.

(B) The approved measures outlined in (a) shall be implemented prior to occupation of the development and shall be permanently maintained thereafter.

Reason 90: In order to ensure a satisfactory appearance to the development to safeguard the amenities of neighbouring properties and the area generally, to prevent 'ambient noise creep' and to ensure compliance with policies D13 and D14 of the London Plan (2021) and Policies DH1 and E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 91

BREEAM New Construction Standards – Outline - The non-residential spaces within the outline element of the development hereby approved shall be registered with Building Research Establishment (BRE), achieve BREEAM Rating Excellent and make reasonable endeavours to achieve Outstanding (based on the latest related BREEAM Technical guidance or subsequent BREEAM version).

(A) Within six months of the completion of the new non-residential spaces within a phase, Interim BREEAM (or subsequent scheme) Assessment; a copy of the summary score sheets and related Interim Design Certificates all verified by the BRE, shall be submitted to, and approved in writing by, the Local Planning Authority.

(B) Within three months from the date of first use of the new non-residential spaces within a phase, Post Construction Stage (or subsequent scheme) Assessment, copy of the summary score sheets and related Certification all verified by the BRE shall be submitted to the Local Planning Authority for written approval confirming the BREEAM standard and measures have been implemented.

Following any approval of a 'Post Construction Stage' assessment and certificate of the non-residential spaces, the approved measures and technologies to achieve the BREEAM Excellent or higher standard shall be retained in working order for the lifetime of the development.

Reason 91: In the interest of addressing climate change and securing sustainable development in accordance with policies: D3, SI1, SI2, SI3, SI4, SI7, SI12 and SI13 of the London Plan 2021; and policies DH1 and E1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 92

Car Park Management Plan – Outline - Prior to the first occupation of each phase of the development hereby approved, a Car Park Management Plan for that phase shall be submitted to, and approved in writing by, the Local Planning Authority.

The Car Park Management Plan shall include, but shall not be limited to, details of:

- Active and passive Electric Vehicle Charging Points (EVCPs), with at least 20% of spaces provided with active charging facilities, and passive provision for all remaining spaces
- Method of allocation
- Car park lighting
- Security and safety measures
- Enforcement of unauthorised parking
- Pricing structures (if relevant)
- Pre-booking service
- Monitoring and management plan
- Capacity to increase or decrease car parking provision as required
- Tracked vehicle movements for exits and entrances to the car park

The approved Car Parking Management Plan shall be implemented in full prior to the first occupation of the relevant part of the development and so maintained.

Reason 92: To ensure the development does not have a significant impact on the local highway network and to ensure compliance with Policy IM(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 93

Unexpected Contamination – Outline - If, during development, contamination not previously identified is found to be present at the site then no further development within that phase shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason 93: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site, in line with the National Planning Policy Framework (NPPF) (Paragraph 170) and Policy E(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 94

Infiltration of Surface Water – Outline - No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the Local Planning Authority, in consultation with the Environment Agency. Any proposals for such systems must be supported by an assessment of the risks to controlled waters.

The development shall be carried out in accordance with the approved details.

Reason 94: To ensure that the development does not contribute to, or is not put at

unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants, in line with the National Planning Policy Framework (NPPF) (Paragraph 170) and Policy E(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 95

Removal of permitted development rights for conversion to Use Class C3

(Residential) – Outline - Notwithstanding the provisions of The Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no uses which fall within the non-residential use classes hereby approved (Class A1/A2/A3/A4/B1/B1c/B2/B8/D1/D2) shall be used as a dwelling house within Class C3 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason 95: In order to safeguard the loss of employment space, provide a mix of sustainable uses and to safeguard the amenities of neighbouring properties and the area generally and to ensure compliance with policy E1 of the London Plan (2021) and Policies EA1, E(a) and E(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 96

Access to On-Site Amenity and Play Space – Outline

(A) All future residential occupants of the development hereby approved shall have access upon completion of each phase to the combined amenity and child play space serving that phase for the lifetime of the development; and

(B) The whole of the amenity space (including roof terraces and balconies) as shown on the drawings hereby approved shall be fully implemented for each phase prior to the first occupation of that phase and retained for the lifetime of the development, for the benefit of the occupiers of the residential units hereby permitted.

Reason 96: In order that all future occupants have full and continuous access to the amenity space and play space on-site, and to ensure compliance with Policy S4 of the London Plan (2021) and Policies H5 and H(e) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 97

Biodiverse/ Biosolar Green Roofs/ Walls – Outline

(A) Prior to above ground works for each phase where scope for biodiverse roofs are identified on the Proposed Roof Parameter Plan re. A009 Rev 00, excluding demolition and site preparation works, a detailed investigation into the incorporation of biodiverse / bio-solar roofs that are compliant with GRO Green Roof Code (2014) shall be carried out and submitted to Local Planning Authority for written approval

(B) Prior to above ground works for any phases including Buildings T01, T03 or T04, excluding demolition and site preparation works, a detailed investigation into the

incorporation of living walls or vertical planters that are compliant with GRO Green Roof Code (2014) shall be carried out and submitted to Local Planning Authority for written approval.

(C) Subject to part (A) and (B), details of the biodiverse roofs, walls or vertical planters shall be submitted to and approved in writing by the local planning authority prior to above ground works for each phase, excluding demolition and site clearance works, and should include details of:

- (i) The type of biodiverse roof and how it has been developed for biodiversity and ecological enhancement;
- (ii) assessment of the effectiveness of the biodiverse roof/wall or vertical planter as a source control mechanism and interceptor for a Sustainable Urban Drainage System (SUDS);
- (iii) details of landscape features;
- (iv) roof cross-sections and roof plan showing any biosolar features;
- (v) substrate and vegetation.
- (vi) the green roof 's composition, which should be biodiversity-based with extensive/semi-intensive soils and contain a substrate which is commercial-based aggregate or equivalent with a varied substrate depth of 80-150mm planted with 50% locally native herbs/wildflowers in addition to sedum and include additional features such as areas of bare shingle, areas of sand for burrowing invertebrates, individual logs or log piles, shallow pools and an area suitable for black redstarts and nesting starling.

(D) Evidence that the roof/wall has been installed in accordance with (A) and (B) shall be submitted to and approved in writing by the local planning authority prior to the first occupation of each phase of the development hereby approved.

The green roof or wall shall be retained and maintained for the lifetime of the development in accordance the approved details.

Reason 97: To provide insulation and to contribute towards enhancing biodiversity, reducing flood risk and improving the aesthetic value of the development as well as resident's well-being and comply with London Plan (2021) policies G1 (Green Infrastructure), G5 (Urban Greening), SI13 (Sustainable Drainage) and G6 (Biodiversity and Access to Nature) and policies OS4 (Biodiversity), DH1 (Design) and E(f) Living Roofs and Walls of the Royal Greenwich Core Strategy and Detailed Policies 2014.

Condition 98

Occupation Limit for Buildings SW4 and B02 – Outline

(A) Building SW4 (for B1c/B2 and B8 use) shall have a total of less than 100 occupants and less than three occupied storeys.

(B) Within Building B02 (as shown in Parameter Plan ref. A-008 revision 00) no more than two residential units shall be provided within the Middle Zone of the current HSE Consultation Distance related to the Brenntag UK Limited site (as shown in HSE HID Ref: H3766 Rev2a, approved by HSE on 30 August 2017) unless the hazardous substances consent for the site has been revoked or modified in

accordance with the Planning (Hazardous) Substances Act 1990 and Building B02 lies beyond the Middle Zone of the resultant revised HSE Consultation Distance.

Thereafter, any subsequent Reserved Matters or amended proposals for provision of more than two residential units within Building B02 shall be agreed in writing by the Local Planning Authority in consultation with the Health and Safety Executive.

Reason 98: In the interest of protecting human health.

Condition 99

Instrumental Flight Safety – Outline - Prior to the commencement of development for each phase, excluding demolition and site clearance works, the development and its construction methodologies shall be assessed against London City Airport's (LCY's) instrumental flight procedures (IFPs) by a Civil Aviation Authority (CAA) approved designer, and the details shall be approved in writing by the local planning authority.

Reason 99: In the interests of flight safety.

Condition 100

Openable External Doors and Windows – Outline - No ground floor window or door shall open out onto or over the public highway (including the pavement), except those required for emergency access.

Reason 100: In the interest of pedestrian safety and ease of movement within the development in accordance with Policy T2 of the London Plan.

Condition 101

Wind and Microclimate – Outline - Prior to the commencement of each phase of the development hereby approved, excluding demolition and site preparation works, a wind and microclimate assessment shall be submitted to, and approved in writing by, the local planning authority. The wind and microclimate assessment shall include details of proposed wind mitigation measures, where these have been identified as necessary, (using Lawsons Comfort Criteria), to achieve acceptable wind comfort conditions for the intended pedestrian activities and avoid unsafe wind conditions, including for all private and communal amenity areas, Morden Park Square and Morden Park.

The wind mitigation measures shall be installed prior to the first occupation of each phase of the development hereby approved, and any measures which are removed or destroyed within the first five years after occupation of each phase shall be reinstated in accordance with the approved details.

Reason 101: To ensure microclimate and wind conditions in the vicinity of the site are not significantly worsened as a result of the development, in accordance with Policy DH1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Condition 102

Residential Car Parking – Outline - The residential development hereby approved shall be car-free, except for disabled parking, and shall provide up to 45 disabled-persons parking spaces at the outset, accounting for 1 space for 3% of the total number of dwellings.

Additional space for up to, and not exceeding, 150 disabled-person parking spaces shall be provided, accounting for an additional 7% of the total number of dwellings, at a rate of 1 space per dwelling, in accordance with the details approved under the Car Park Management Plan (Condition 92), to be introduced by phase, and as required.

The agreed provision of car parking shall be retained as such thereafter, subject to any reductions agreed through the provision of the Residential Travel Plan.

Reason 102: To ensure the development promotes active and sustainable modes of travel in accordance with Policies T1, T2 and T4 of the London Plan (2021).

Condition 103

Non-Residential Car Parking – Outline - The non-residential elements of the development hereby approved shall be provided with up to 50 car parking spaces, in accordance with the following details:

- Up to 16 spaces for health uses
- Up to 26 spaces for SW4
- 5 Car Club spaces
- 3 Site Operational / Facilities Management spaces

Car parking shall be introduced by phase, and shall be provided prior to the occupation of the relevant phase, in accordance with the details agreed under the Car Park Management Plan (Condition 92), where these spaces are deemed as essential to support business operations of commercial occupants. These spaces shall be retained as such thereafter unless any reduction is agreed through the provision and monitoring of the non-residential Travel Plan. The retained spaces shall only be used for essential operational purposes, and if found to be surplus through annual monitoring, any such car parking spaces shall be removed.

Reason 103: To ensure the development promotes active and sustainable modes of travel in accordance with Policies T1, T2 and T4 of the London Plan (2021).

Condition 104

Finished Floor Levels – Outline - The finished floor levels of all dwellings will be set no lower than 6.1 m AOD.

Reason 104: To minimise the risk of flooding to people and property in accordance with Policy SI 12 of the London Plan (2021).

Condition 105

Flood Defence and New Buildings/Basements – Outline - The minimum horizontal offset distance between the landward extent of the new flood defence river wall structures and the riverward extent of any new buildings and new basement structures shall be no less than 13 metres.

Reason 105: To preserve space for maintenance of, and future works to, the Thames Tidal Flood Defences and to prevent an increased risk of flooding, in accordance with Policy SI 12 of the London Plan (2021).

Condition 106

Piling – Outline - Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated by a piling risk assessment that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason 106: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 170 of the National Planning Policy Framework.

Condition 107

Road Safety Audit – Outline - Prior to the commencement of highway works and the construction of new accesses and vehicle routes within each relevant phase, a Stage 1 Road Safety Audit (RSA) of the relevant highway works and local highway network including that which is adopted, to be adopted or to be private highway shall be undertaken, and submitted to and approved in writing by Local Planning Authority in consultation with TfL. The Stage 1 RSAs shall identify any additional highway safety measures required to ensure and improve safety including taking account of bus operations necessary to serve the site and include a timetable for implementation. The measures identified in the RSA if not already undertaken prior to the first occupation of the detailed phase shall be implemented prior to first occupation of the relevant part(s) of the outline phase of development as approved in writing by the LPA in consultation with TfL.

Reason 107: To ensure the proposal allows for the safe movement of buses within the site and to reduce vehicle-pedestrian conflicts in accordance with Policy T3 of the London Plan.

Informative(s)

1. The applicant is advised of the need to install measures which ensures that the property is compliant with part B5 of the Building Regulations Fire Safety: Approved Document B. These measures should be permanently retained as installed, unless otherwise directed in writing by the London Fire Brigade. The applicant is advised to contact London Fire Brigade to ensure compliance with the relevant legislation.

2. Community Infrastructure Levy

You are advised that the application granted may be subject to the Community Infrastructure Levy ('the CIL'). There are two CIL charges in Royal Greenwich - the Mayoral CIL, which was introduced 1 April 2012 (Updated in April 2019); and the local

CIL, introduced 6 April 2015. The Council's Planning Obligations Team will review your permission and will confirm if a CIL liability arises. If liable, you will receive a CIL Liability notice that details the amount that will be due on the commencement of development. Prior to starting on site you must submit an Assumption of Liability form and Commencement Notice to the Council. More information on CIL and the necessary forms are available at:

http://www.royalgreenwich.gov.uk/info/1004/planning_policy/1182/community_infrastructure_levy_cil

3. This is a phased development for the purposes of the CIL Regulations (2010 as amended). A phase can comprise: site preparation and demolition works, substructures, and/or buildings, plots or groups of plots. The

4. The written scheme of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London.

5. Site construction works shall only be carried out between the hours of 08:00 and 18:00 Monday to Friday, 08:00 and 13:00 on Saturday and not at all on Sundays and Bank Holidays.

6. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

<https://developers.thameswater.co.uk/Developing-alargesite/>

Planning-your-development/Working-near-or-diverting-our-pipes. Should you require further information please contact Thames Water. Email:

developer.services@thameswater.co.uk

7. Piling can result in risks to groundwater quality by mobilising contamination when boring through different bedrock layers and creating preferential pathways. Accordingly, it should be demonstrated that any proposed piling will not result in contamination of groundwater. If piling is proposed, a piling risk assessment must be submitted, written in accordance with the Environment Agency's guidance 'Piling and penetrative ground improvement methods on land affected by contamination: guidance on pollution prevention' (National Groundwater & Contaminated Land Centre report NC/99/73).

8. The applicant is advised that the implementation of the proposal will require approval by the Council of a Street naming & Numbering application. Details of how to do this and application forms are available on the Council's web site here, and you should contact Street naming and Numbering at

namingnumbering@royalgreenwich.gov.uk.

9. Demolition and Site Clearance Works comprise: works of demolition, surveys, site clearance, works of archaeological or other ground investigation, the erection of fencing or hoardings, the provision of security measures and lighting, the erection of temporary buildings or structures associated with the development, the laying, removal or diversion of services, construction of temporary access, temporary highway works, and temporary estate roads.

10. Above Ground Works comprise: implementation of the development above the ground level floor slab, excluding the operational development described under 'Demolition and Site Clearance Works'.

11. The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, pre-application advice was provided, and positive discussions took place which resulted in further information being submitted during the application process.

12. Waste on site The CL;AIRE Definition of Waste: Development Industry Code of Practice (DoWCoP) (Version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be reused on site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project formally agreed with the Environment Agency
- some naturally occurring clean material can be transferred directly between sites. Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. The Environment Agency recommends that developers refer to the position statement on the Definition of Waste, Development Industry Code of Practice (DoWCoP) and waste management page on gov.uk.

13. Contaminated soil that is (or must be) disposed of is waste, therefore its handling, transport, treatment and disposal is subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2016
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised, both chemically and physically, in line with BS EN 14899 (2005): characterisation of waste; sampling of waste materials; framework for the preparation

and application of a sampling plan and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, please contact the Environment Agency for advice at an early stage, in order to avoid delays.