

Committee	PLANNING COMMITTEE A	
Report Title	FORMER R.H. ADAMS LTD SITE, HINDSLEY'S PLACE SE23 2NQ	
Ward	Perry Vale	
Contributors	Tabitha Lythe	
Class	PART 1	Date: 31 JULY 2014

Reg. Nos. DC/13/85802

Application dated 28.11.2013

Applicant bptw Partnership on behalf of Frame Property Ltd

Proposal Demolition of the existing building at Former R. H. Adams Ltd Site, Hindsley's Place SE23 and the construction of a part two, part three and part four storey building with solar panels on the roof to provide 8 residential units, together with associated cycle and refuse provision.

Applicant's Plan Nos. 113 01.01; 113 02.01; 113 02.02; 113 02.03; 113 02.04; 113 03.01; 113.03.02; 113 03.03; 113.03.04; 113 03.05; 113 03.06; 113 03.07; 113 03.08; 113 03.09; 113 04.01; 113 05.01; 113 05.02; 113 05.03; 113 05.04; 113 05.05
Code for Sustainable Homes Pre-Assessment Estimate; Planning Design & Access Statement; Environmental Report; Planning Statement; Revised Design II: Daylight, Sunlight & Overshadowing Report; Supplementary Information for Planning, January 2014.

Background Papers

- (1) Case File LE/623/C/TP
- (2) Adopted Unitary Development Plan (July 2004)
- (3) Local Development Framework Documents
- (4) The London Plan

Designation None

1.0 Property/Site Description

1.1 The application site which has also been named Imperial Works, is roughly L-shaped and lies at the east end of Hindsley's Place, with a narrow element running through to Westbourne Drive and is a single family dwellinghouse (Class C3). The buildings on site are mainly two-storey, with a single-storey workshop element. Although the building was previously in commercial use, this is not strongly evident from Hindsley's Place, with only a relatively modest signboard for R H Adams located at first floor level to indicate this.

The two-storey elevation fronting Westbourne Drive is of later construction than the main buildings on the Hindsley's Place side and is both more visually prominent in the street and obviously commercial in character than the buildings visible in Hindsley's Place. The Westbourne Drive surroundings are entirely residential. Hindsley's Place, however, contains a mix of residential and other commercial uses including live/work units. The alleyway in the north-eastern corner at this end of Hindsley's Place gives access to a number of small commercial workshops and live/work units.

- 1.2 The building is not located within a conservation area or covered by an Article 4 Direction and is not a listed building

2.0 Planning History

- 2.1 2004: p.p. refused for the demolition of part the existing workshop and alterations to the existing buildings at R H Adams (Forest Hill) Ltd, Hindsley's Place SE23, and their conversion to residential use to provide 2, studio flats, 5, one bedroom and 1, two bedroom self-contained flats, together with the erection of a two storey extension on part of the Hindsley's Place frontage, provision of car parking and bicycles spaces and associated landscaping. (The proposal would involve the loss of an employment site contrary to Policy EMP 3 Employment Sites Outside Defined Employment Areas) – Appeal Dismissed.
- 2.2 2009: application withdrawn for demolition of existing unit fronting onto Hindsley's Place and construction of two-storey unit, incorporating 1 no. Live/Work Unit and large separate artist's studio on footprint of existing building.
- 2.3 2010: application withdrawn for demolition of existing unit (former R. H Adams Premises, now renamed Imperial Club) Hindsley's Place SE23 and the construction of a 2-storey unit fronting Hindsley's Place and a 6 storey unit fronting Westbourne Drive, to provide one artist studio with associated office and gallery, one live/work unit and 1, two bedroom self-contained flat.
- 2.4 2012: p.p. refused for demolition of the former R. H. Adams Premises, now renamed Imperial Works, Hindsley's Place SE23 and the construction of a part two, part three, part four-storey building to provide seven live/work units. (The proposal by reason of its height, design and relationship with Number 12 Westbourne Drive would be overdominant and would therefore harm the residential amenities of adjoining occupiers. The proposal would therefore be contrary to Policy 15 High quality design for Lewisham of the adopted Core Strategy (June 2011) and Policies HSG 4 Residential Amenity and HSG 5 Layout and Design of New Residential Development in the adopted Unitary Development Plan (July 2004)) – Appeal Dismissed.
- 2.5 2012: p.p. approved for demolition of the former R. H. Adams Premises, now renamed Imperial Works, Hindsley's Place SE23 and the construction of a part two/part three-storey building to provide six live/work units.
- 2.6 2013: Prior approval allowed to convert offices at 29A Hindsley's Place SE23 to provide a three bedroom dwelling house from offices (Use Class B1) to residential (Use Class C3) pursuant to Class J of Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (as amended).

3.0 Current Planning Applications

The Proposals

- 3.1 Demolition of the existing part-single part two-story building which covers the majority of the site and is currently in use as a single-family dwelling house.
- 3.2 The erection of a part two (7m high), part three (10m), part four-storey building to provide 8 residential units on the footprint of the existing building. One unit would have 1 bedroom, four of the units would have two bedrooms and three of the units would have three bedrooms. All of the units would have access to private external amenity space with four ground floor level gardens facing Westbourne Drive; a walled courtyard at first floor level facing the rear of 12 Westbourne Drive; two roof terraces and a winter garden at second floor level facing Hindsley's Place and a roof terrace facing Hindsley's Place at third floor level.
- 3.3 36 Photovoltaic panels are proposed on the roof above the second, third and fourth storeys. A living roof of 12sq.m. is proposed above part of the third storey in the south-western corner. The building is proposed to be built to meet Code Level 4 of the Code for Sustainable Homes.
- 3.4 Refuse is proposed to be stored in the ground floor facing Hindsley's Place and another store fronting Westbourne Drive. Cycle Storage for 5 bicycles is proposed fronting Westbourne Drive and one space within each of units 1-3 on the ground floor.
- 3.5 The building would be proposed to be erected in brickwork in two different bricks, one which would be a light grey-brown brick and the other brick is a white glazed brick. Glass blocks are proposed at ground floor level with timber doors. A black rubber is proposed to clad the third floor level. The windows are proposed to be double-glazed crittall framed windows.
- 3.6 The main differences between this application and the previously approved scheme are the inclusion of the fourth storey within the same heights as previously approved to the northern part of the development; the building is proposed to be set back from the car park at 12 Westbourne Drive when previously the building abutted the boundary; the removal of two potential internal car parking spaces; reduction in the amount glazing facing Hindsley's Place and the change from six live-work units to eight residential units.

Supporting Documents

- 3.7 Code for Sustainable Homes Pre-Assessment; Environmental Report; Planning Statement; Planning Design & Access Statement; Revised Design II; Daylight, Sunlight & Overshadowing Report; Supplementary Information for Planning, January 2014.

4.0 Consultation

- 4.1 This section outlines the consultation carried out by the Council following the submission of the application and summarises the responses received. The Council's consultation exceeded the minimum statutory requirements and those required by the Council's adopted Statement of Community Involvement.

- 4.2 Site notices were displayed and letters were sent to residents and business in the surrounding area and the relevant ward Councillors.

Written Responses received from Local Residents and Organisations

- 4.3 5 objections were received from 14 Hindsley's Place; 10C; 12C, 12E and 16 Westbourne Drive raising the following points:

- Unclear what building will look like when finished
- Loss of privacy to all residents in Hindsley's Place as building is even larger than that originally approved
- Loss of privacy to residents in Westbourne Drive
- Loss of light to residents in Westbourne Drive
- View would be obscured to Westbourne Drive by increase from two to three-storeys with solar panels on the roof
- No car parking would mean increased pressure on parking in the local area particularly as these are family sized units
- Increase in traffic would be caused
- Daylight, sunlight and overshadowing report is inconclusive and contains errors
- Construction phase would cause significant damage and disruption.

(Letters are available to Members)

Sustainability Manager

- 4.4 It is acceptable as it meets Code Level 4. This should be conditioned.

Highways and Transportation

- 4.5 None received.

5.0 Policy Context

Introduction

- 5.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority shall have regard to:-

- (a) the provisions of the development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations.

A local finance consideration means:

- (a) a grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown, or
- (b) sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy (CIL)

- 5.2 Section 38 (6) of the Planning and Compulsory Purchase Act (2004) makes it clear that 'if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.' The development plan for Lewisham comprises the Core Strategy, Development Plan Document (DPD) (adopted in June 2011), those saved policies in the adopted Lewisham Unitary Development Plan (UDP) (July 2004) that have not been replaced by the Core Strategy and policies in the London Plan (July 2011). The National Planning Policy Framework (NPPF) does not change the legal status of the development plan.

National Planning Policy Framework

- 5.3 The NPPF was published on 27th March 2012 and is a material consideration in the determination of planning applications. It contains at paragraph 14 a 'presumption in favour of sustainable development'. Annex 1 of the NPPF provides guidance on implementation of the NPPF. In summary this states that (paragraph 211), policies in the development plan should not be considered out of date just because they were adopted prior to the publication of the NPPF. At paragraphs 214 and 215 guidance is given on the weight to be given to policies in the development plan. As the NPPF is now more than 12 months old paragraph 215 comes into effect. This states in part that '...due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)'.
- 5.4 Officers have reviewed the Core Strategy and saved UDP policies for consistency with the NPPF and consider there is no issue of significant conflict. As such, full weight can be given to these policies in the decision making process in accordance with paragraphs 211, and 215 of the NPPF.

Ministerial Statement: Planning for Growth (23 March 2011)

- 5.5 The Statement sets out that the planning system has a key role to play in rebuilding Britain's economy by ensuring that the sustainable development needed to support economic growth is able to proceed as easily as possible. The Government's expectation is that the answer to development and growth should wherever possible be 'yes', except where this would compromise the key sustainable development principles set out in national planning policy.
- 5.6 The statement further sets out that local authorities should reconsider at developers request, existing Section 106 agreements that currently render schemes unviable, and where possible modify those obligations to allow development to proceed, provided this continues to ensure that the development remains acceptable in planning terms. [Delete if not relevant]

Other National Guidance

- 5.7 The other relevant national guidance is:
- By Design: Urban Design in the Planning System - Towards Better Practice (CABE/DETR 2000)
Planning and Access for Disabled People: A Good Practice Guide (ODPM, March 2003)
Safer Places: The Planning System and Crime Prevention (ODPM, April 2004)
Guidance on Tall Buildings (English Heritage/CABE, July 2007)

London Plan (July 2011)

5.8 The London Plan policies relevant to this application are:

Policy 3.1 Ensuring equal life chances for all
Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 3.8 Housing choice
Policy 3.9 Mixed and balanced communities
Policy 4.12 Improving opportunities for all
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.7 Renewable energy
Policy 5.8 Innovative energy technologies
Policy 5.9 Overheating and cooling
Policy 5.10 Urban greening
Policy 5.11 Green roofs and development site environs
Policy 5.18 Construction, excavation and demolition waste
Policy 5.21 Contaminated land
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.12 Road network capacity
Policy 6.13 Parking
Policy 7.1 Building London's neighbourhoods and communities
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.6 Architecture

London Plan Supplementary Planning Guidance (SPG)

5.9 The London Plan SPG's relevant to this application are:

Accessible London: Achieving an Inclusive Environment (2004)
Housing (2012)
Sustainable Design and Construction (2006)
Planning for Equality and Diversity in London (2007)

London Plan Best Practice Guidance

5.10 The London Plan Best Practice Guidance's relevant to this application are:

Control of dust and emissions from construction and demolition (2006)
Wheelchair Accessible Housing (2007)
Health Issues in Planning (2007)

Core Strategy

5.11 The Core Strategy was adopted by the Council at its meeting on 29 June 2011. The Core Strategy, together with the Site Allocations, the London Plan and the saved policies of the Unitary Development Plan, is the borough's statutory development plan. The following lists the relevant strategic objectives, spatial

policies and cross cutting policies from the Lewisham Core Strategy as they relate to this application:

Spatial Policy 3 District Hubs

Core Strategy Policy 1 Housing provision, mix and affordability

Core Strategy Policy 7 Climate change and adapting to the effects

Core Strategy Policy 8 Sustainable design and construction and energy efficiency

Core Strategy Policy 14 Sustainable movement and transport

Core Strategy Policy 15 High quality design for Lewisham

Unitary Development Plan (2004)

5.12 The saved policies of the UDP relevant to this application are:

URB 3 Urban Design

ENV.PRO 10 Contaminated Land

ENV.PRO 11 Noise Generating Development

ENV.PRO 12 Light Generating Development

ENV PRO 17 Management of the Water Supply

HSG 1 Prevention of Loss of Housing

HSG 4 Residential Amenity

HSG 5 Layout and Design of New Residential Development

HSG 7 Gardens

HSG 8 Backland and In-fill Development

Residential Standards Supplementary Planning Document (August 2006)

5.13 This document sets out guidance and standards relating to design, sustainable development, renewable energy, flood risk, sustainable drainage, dwelling mix, density, layout, neighbour amenity, the amenities of the future occupants of developments, safety and security, refuse, affordable housing, self containment, noise and room positioning, room and dwelling sizes, storage, recycling facilities and bin storage, noise insulation, parking, cycle parking and storage, gardens and amenity space, landscaping, play space, Lifetime Homes and accessibility, and materials.

Emerging Plans

5.14 According to paragraph 216 of the NPPF decision takers can also give weight to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF, the closer the policies in the emerging plan to the policies in the Framework the greater the weight that may be given).

5.15 The following emerging plans are relevant to this application.

Development Management Plan

5.16 The Council submitted the Development Management Local Plan (DMLP) for examination in November 2013. The Examination in Public is arranged for the 26th and 27th February 2014.

5.17 As set out in paragraph 216 of the National Planning Policy Framework, emerging plans gain weight as they move through the plan making process. The DMLP has undergone all stages of public consultation and plan preparation aside from examination, and therefore holds significant weight at this stage.

5.18 However, there are also a number of policies contained within the plan that hold less weight as the Council has received representations from consultees or questions from the Inspector regarding the soundness of these policies. These policies cannot carry full weight until the Inspector has found the plan legally compliant and sound.

5.19 The following policies hold significant weight as no representations have been received regarding soundness, and are considered to be relevant to this application:

DM Policy 2	Prevention of loss of existing housing
DM Policy 26	Noise and vibration
DM Policy 28	Contaminated land

5.20 The following policies hold less weight as representations have been received or questions have been raised by the Inspector regarding soundness, and are considered to be relevant to this application:

DM Policy 1	Presumption in favour of sustainable development
DM Policy 22	Sustainable design and construction
DM Policy 24	Biodiversity, living roofs and artificial playing pitches
DM Policy 25	Landscaping and trees
DM Policy 29	Car parking
DM Policy 30	Urban design and local character
DM Policy 32	Housing design, layout and space standards
DM Policy 33	Development on infill sites, backland sites, back gardens and amenity areas

6.0 Planning Considerations

6.1 The main issues to be considered in respect of this application are:

- a) Principle of Development
- b) Design
- c) Housing
- d) Highways and Traffic Issues
- e) Noise
- g) Impact on Adjoining Properties
- h) Sustainability and Energy

Principle of Development

- 6.2 The site is currently in use as a single residential dwellinghouse. The proposal would not change the use of the land which would remain in Class C3 use but would increase the number of residential units from one to eight. Therefore as the site would not change use the principle of development is considered to be acceptable.

Design

- 6.3 A scheme with a similar scale and massing apart from the southern element being three-storey and this proposal is for four-storeys was granted planning permission in 2012. The scheme was for live/work units rather than residential units and there are differences in the external appearance although overall the design is similar. There was a similar scheme with four-storeys at the southern part of the site which was refused planning permission. The Planning Inspector in his report did not raise any concerns with this element of the development so the four-storey element was considered acceptable. Furthermore the four-storey element does not increase the height or massing when compared with the previously approved scheme as the floors have been reduced in height to incorporate the fourth storey within the previously approved height. The Planning Inspector's report did raise concerns about the impact on 12 Westbourne Drive at the northern end of the site but this has been set back in comparison to the refused scheme and the approved scheme.
- 6.4 Clarification was sought with regards to the details of the design and a CGI has been provided and further information about materials proposed. These have supported the case that the design would be acceptable and would have a positive impact on the character and appearance of the streetscene.

Housing

- 6.5 The residential units would have an acceptable floor size and room sizes inside would also be considered to be acceptable as they would be in accordance with the Mayor's Housing Supplementary Planning Guidance (2012). All of the rooms would have acceptable level of sunlight/ daylight and outlook and each unit would have access to private external amenity space.

Highways and Traffic Issues

a) Access

- 6.6 The site would be accessed from both Hindsley's Place and Westbourne Drive as per the existing site, however there would be no vehicular access from Westbourne Drive which currently exists and no vehicular access as the proposal would be 'car free' from Hindsley's place which does not currently have vehicular access.

b) Cycle Parking

- 6.7 Insufficient cycle parking is proposed for the eight units as three of the units would have three bedrooms they would require a minimum of two cycle parking spaces each. As there are areas indicating cycle parking these could be redesigned to incorporate the additional three cycle parking spaces required. The cycle parking fronting Westbourne Drive is indicated as being enclosed but there is insufficient information about the design of the unit and whether it would be secure.

Therefore details of the cycle parking could be added as a condition to ensure that acceptable numbers of spaces are provided and an acceptable design.

c) Car Parking

- 6.8 The site is proposed to be car free. Due to its location within walking distance of Forest Hill Overground Station and many buses it would be acceptable in this instance.

d) Refuse

- 6.9 Refuse storage for the units is proposed in two locations, one fronting Hindsley's Place and one fronting Westbourne Drive. The refuse storage on Hindsley's Place would be enclosed within the building while the refuse storage fronting Westbourne Drive would be external. The detailed design of the storage fronting Westbourne Drive is not clear and a condition requiring details of this could be added to ensure that it is satisfactory.

e) Other

- 6.10 Due to the location of the site in a residential area a Construction and Logistics Plan is recommended to ensure minimal disruption to neighbouring properties which could be added as a condition.

Noise

- 6.11 Noise from the site both during construction and the use of it once complete have been raised as concerns by neighbouring properties. A Construction and Logistics Plan should ensure that this is minimised during construction and should overcome the concerns raised.

Impact on Adjoining Properties

- 6.12 As both the existing and proposed buildings stretch to the boundaries of the site and the site has residential properties located within close proximity there would be an impact on the amenities of neighbouring properties from the proposed development.
- 6.13 The Daylight/sunlight/overshadowing document submitted by the applicant indicates how the daylight would be reduced to neighbouring properties in particular 12 Westbourne Drive along with sunlight and overshadowing to neighbouring gardens. However the level of reduction would be within what is considered acceptable by the BRE. Therefore levels of daylight/sunlight/overshadowing would be considered to be acceptable.
- 6.14 The existing building currently has windows that overlook neighbouring properties. No windows are proposed in the northern elevation of the building which would be an improvement on the current situation for the residents at 12 Westbourne Drive. While more windows, doors and roof terraces are proposed in the eastern and western elevations these would not have any direct window-to-window overlooking and would mainly overlook the existing car park at 12 Westbourne Drive and the road in Hindsley's Place. The first floor walled courtyard to unit 1 would not overlook properties as it would have high walls. No windows are proposed in the southern elevation and as windows were previously approved in this elevation this is therefore an improvement on the previously approved scheme.

- 6.15 The building at the four-storey section in particular would be higher than the existing building. While large, in comparison to the existing building the proposal would open up both frontages more and create more connection with neighbouring properties and the proposal would therefore not be considered to be unneighbourly.

Sustainability and Energy

a) Renewable Energy

- 6.16 The proposal would meet the requirements for level 4 of the Code for Sustainable Homes which complies with the Council's Core Strategy
- 6.17 Photovoltaic panels have been proposed as provision of renewable energy for the units. This along with the pre-assessment report showing level 4 of the Code for Sustainable Homes would be reached shows a commitment to renewable energy as well as improving carbon emissions.

b) Living Roofs

- 6.18 A living roof is proposed on a small part of the roof. The applicant has suggested that this is due to placing Photovoltaic panels on a significant amount of the roof. However, there are case studies suggesting that a living roof underneath solar panels can improve the performance of the Photovoltaic panels. These were pointed out to the applicant during the previous applications but he has decided not to try this approach as he was unable to find an example of this having been carried out previously in London. Details of the type of living roof have not been provided however this could be added as a condition to ensure that a suitable type of living roof is achieved.

7.0 Local Finance Considerations

- 7.1 Under Section 70(2) of the Town and Country Planning Act 1990 (as amended), a local finance consideration means:
- (a) a grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown; or
 - (b) sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy (CIL).
- 7.2 The weight to be attached to a local finance consideration remains a matter for the decision maker.
- 7.3 The Mayor of London's CIL is therefore a material consideration. CIL is payable on this application and the applicant has completed the relevant form.

8.0 Community Infrastructure Levy

- 8.1 The above development is CIL liable.

9.0 Conclusion

- 9.1 This application has been considered in the light of policies set out in the development plan and other material considerations.

- 9.2 The demolition of the existing building and erection of a new building to be used as flats would provide a sustainable development which would be in compliance with the Code for Sustainable Homes.
- 9.3 While the proposed building would be larger than the existing it would not be out of context with the area and the use for the development.
- 9.4 Officers consider that the scheme is therefore considered acceptable.

RECOMMENDATION GRANT PERMISSION subject to the following conditions:

- (1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which the permission is granted.

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

- (2) The development shall be carried out strictly in accordance with the application plans, drawings and documents hereby approved and as detailed below:

113 01.01; 113 02.01; 113 02.02; 113 02.03; 113 02.04; 113 03.01; 113.03.02; 113 03.03; 113.03.04; 113 03.05; 113 03.06; 113 03.07; 113 03.08; 113 03.09; 113 04.01; 113 05.01; 113 05.02; 113 05.03; 113 05.04; 113 05.05 Code for Sustainable Homes Pre-Assessment Estimate; Planning Design & Access Statement; Environmental Report; Planning Statement; Revised Design II: Daylight, Sunlight & Overshadowing Report; Supplementary Information for Planning, January 2014.

Reason: To ensure that the development is carried out in accordance with the approved documents, plans and drawings submitted with the application and is acceptable to the local planning authority.

- (3) No development shall commence on site until a Construction Logistics Management Plan has been submitted to and approved in writing by the local planning authority. The plan shall demonstrate the following:-

- (a) Rationalise travel and traffic routes to and from the site.
- (b) Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction vehicle activity.
- (c) Measures to deal with safe pedestrian movement.

The measures specified in the approved details shall be implemented prior to commencement of development and shall be adhered to during the period of construction.

Reason: In order to ensure satisfactory vehicle management and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011).

- (4) (a) The buildings hereby approved shall achieve a minimum Code for Sustainable Homes Rating Level 4.
- (b) No development shall commence until a Design Stage Certificate for each residential unit (prepared by a Code for Sustainable Homes qualified Assessor) has been submitted to and approved in writing by the local planning authority to demonstrate compliance with part (a).
- (c) Within 3 months of occupation of any of the residential units, evidence shall be submitted in the form of a Post Construction Certificate (prepared by a Code for Sustainable Homes qualified Assessor) to demonstrate full compliance with part (a) for that specific unit.

Reason: To comply with Policies 5.1 Climate change and mitigation, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.7 Renewable energy, 5.15 Water use and supplies in the London Plan (2011) and Core Strategy Policy 7 Climate change and adapting to the effects, Core Strategy Policy 8 Sustainable design and construction and energy efficiency (2011).

- (5) No development shall commence on site until a detailed schedule and specification/samples of all external materials and finishes/windows and external doors/roof coverings to be used on the building have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the local planning authority may be satisfied as to the external appearance of the building(s) and to comply with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and Saved Policy URB 3 Urban Design in the Unitary Development Plan (July 2004).

- (6) (a) No development shall commence on site until details of proposals for the storage of refuse and recycling facilities for each residential unit hereby approved, have been submitted to and approved in writing by the local planning authority.
- (b) The facilities as approved under part (a) shall be provided in full prior to occupation of the development and shall thereafter be permanently retained and maintained.

Reason: In order that the local planning authority may be satisfied with the provisions for recycling facilities and refuse storage in the interest of safeguarding the amenities of neighbouring occupiers and the area in general, in compliance with Saved Policies URB 3 Urban Design and HSG 4 Residential Amenity in the Unitary Development Plan (July 2004) and Core Strategy Policy 13 Addressing Lewisham waste management requirements (2011).

- (7) (a) A minimum of 11 secure and dry cycle parking spaces shall be provided within the development.
- (b) No development shall commence on site until the full details of the cycle parking facilities have been submitted to and approved in writing by the local planning authority.

- (c) All cycle parking spaces shall be provided and made available for use prior to occupation of the development and maintained thereafter.

Reason: In order to ensure adequate provision for cycle parking and to comply with Policy 14: Sustainable movement and transport of the Core Strategy (2011).

- (8)
 - (a) Details of the proposed boundary treatments including any gates, walls or fences shall be submitted to and approved in writing by the local planning authority prior to construction of the above ground works.
 - (b) The approved boundary treatments shall be implemented prior to occupation of the buildings and retained in perpetuity.

Reason: To ensure that the boundary treatment is of adequate design in the interests of visual and residential amenity and to comply with Saved Policies URB 3 Urban Design and URB Residential Amenity in the Unitary Development Plan (July 2004) and Policy 15 High quality design for Lewisham of the Core Strategy (June 2011)

- (9)
 - (a) The development shall be constructed with a biodiversity living roof laid out in accordance with plan nos. 113 03.04 hereby approved and maintained thereafter.
 - (b) The living roofs shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.
 - (c) Evidence that the roof has been installed in accordance with (a) shall be submitted to and approved in writing by the local planning authority prior to the first occupation of the development hereby approved.

Reason: To comply with Policies 5.10 Urban greening, 5.11 Green roofs and development site environs, 5.12 Flood risk management, 5.13 Sustainable Drainage and 7.19 Biodiversity and access to nature conservation in the London Plan (2011) and Core Strategy Policy 10 managing and reducing flood risk and Core Strategy Policy 12 Open space and environmental assets

- (10) Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking, re-enacting or modifying that Order), the use of the flat roof on the building hereby approved shall be as set out in the application and no development or the formation of any door providing access to the roof shall be carried out, nor shall the roof area be used as a balcony, roof garden or similar amenity area except for those areas indicated on drawing no's: 113 03.02; 113 03.03;113 03.04.

Reason: In order to prevent any unacceptable loss of privacy to adjoining properties and the area generally and to comply with Saved Policy HSG 4 Residential Amenity in the Unitary Development Plan (July 2004).

INFORMATIVES

- (1) **Positive and Proactive Statement:** 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, no pre-application advice was sought. However, as the proposal was clearly in accordance with the Development Plan, permission could be granted without any further discussion
- (2) The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.
- (3) You are advised that all construction work should be undertaken in accordance with the "London Borough of Lewisham Code of Practice for Control of Pollution and Noise from Demolition and Construction Sites" available on the Lewisham web page.
- (4) The applicant be advised that the implementation of the proposal will require approval by the Council of a Street naming & Numbering application. Application forms are available on the Council's web site.