

Committee	PLANNING COMMITTEE C	
Report Title	Brockley Police Station, Howson Road SE4 2AS	
Ward	Ladywell	
Contributors	Michael Forrester	
Class	PART 1	18 November 2014

Reg. Nos. DC/14/88272

Application dated 18/07/2014

Applicant PPM Planning Limited

Proposal Alterations and the conversion of the former Brockley Police Station, 4 Howson Road SE4 into 4 self contained dwellings together with the construction of 5 two storey terraced houses fronting Kneller Road with provision of associated refuse store/ bicycle storage and associated landscaping.

Applicant's Plan Nos. 0389 D 0 106A 01, 0389 D 0 105A, 000389 D 0 104A 00, 27BP-07, 27BP-08, 27BP05, 27BP-06, 0389 D 103, 0389 D 102, 0389 D 101, 0389 D 204, 0389 D 205, 0389 D 300, 0389 F 001, 0389 D 200 (Howson Road), 0389 F 001, 0389 F 100, 0389 F 101, 0389 F 102, 0389 F 201, 0389 F 200, 0389 F 30, Heritage Statement, Design and Access Statement, Transport Statement, Sustainability Statement, Energy Strategy, Daylight and Sunlight Assessment, Plant Schedule, CGI, Landscape Design Package pages 3-4 (new building-rear garden- 3D still); 27BP-01 27BP-02, 27BP-03 received 2/10/2014; 0389 D 202 01, 0389 D 206 01, 0389 D 200 01 (Kneller Road), 0389 D 203 01, 0389 D 100 01 received 28/10/2014.

Background Papers

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

Designation [Core Strategy or Adopted UDP] - Existing Use

1.0 Property/Site Description

1.1 The site comprises the former Brockley Police Station, which is located at the junction of Howson Road and Kneller Road. The Brockley Police Station was built in 1881-3 to the designs of John Butler (1828-1900) FRIBA, Surveyor to the Metropolitan Police from 1881-95.

- 1.2 The original police station building has its main entrance on Howson Road and a return frontage on Kneller Road. There is a large yard area to the rear of the building with vehicular access from Kneller Road. Much of the boundary to the street in Kneller Road is formed by a high brick wall.
- 1.3 The police station was built at the same time as the surrounding residential streets but in a different architectural style, which is in contrast to later police stations, which were fitted into existing streetscapes. It survives in its original layout with reception, waiting room, charge room and offices on the ground floor, a canteen in the Kneller Road wing and the cells in the opposite wing, with the sergeant's family quarters upstairs. There is a drill yard to the west, bounded by high brick walls. Ancillary structures that lay within the drill yard have been demolished (July 2014).
- 1.4 Brockley Police Station is a locally listed building, but is not located within a conservation area. The site has a PTAL of 3-4 and is located approximately 200m from Brockley Station. The site is not covered by a Controlled Parking Zone.
- 1.5 The surrounding locality is predominantly residential in nature, characterised by two storey Victorian terraces, although there are a number of modern properties in the vicinity.

2.0 Planning History

- 2.1 There is no relevant planning history on this site.

3.0 Current Planning Applications

The Proposals

- 3.1 Permission is sought for the conversion of the former police station building into 4 family dwellings. Units A-B are accessed using existing entrances from Howson Road. Units C-D would be accessed from entrances on the northern Kneller Road elevation. External changes to the building are limited to the creation of new entrances and windows along the Kneller Road (north facing) frontage and to the rear to allow access into the gardens.
- 3.2 To the rear of the police station is a linear communal courtyard which serves Units B, C and D, this courtyard opens out onto three private garden areas. Unit A has a private garden to the south of the site.
- 3.3 The rear yard facing Kneller Road is proposed to be developed with a terrace of 5 houses (Units E-I). These are set in line with the existing properties in Kneller Road and provide accommodation across three levels, with a bedroom in the roof space. This terrace measures 26.4m wide (along Kneller Road) by a maximum of 12m deep, rising to a maximum of 8.7m high.
- 3.4 Each dwelling in this terrace is provided with a courtyard style garden with units E-H also having access to a second floor roof terrace. The Kneller Road garden of Unit E is enclosed by a 1.8m high wall.

Supporting Documents

- 3.5 Heritage Statement (Stephen Gray Consultancy) – this report provides a detailed description of the proposed building, its history, candidacy for listing and significance.
- 3.6 Design and Access Statement (BASE Associates) – this document provides a description of the proposals and the design evolution.
- 3.7 Transport Statement (TPP) – a parking beat survey has been submitted using the Lambeth Methodology, this demonstrates that there is sufficient parking in the area.
- 3.8 Landscape Design Package (London Garden Designer) – this provides further details of soft landscaping with visuals of the garden spaces for each dwelling. Details of planting species are also provided.
- 3.9 Sustainability Statement (AJ Energy Consultants) – a Code for Sustainable Homes pre-assessment for the new building dwellings confirms that they can achieve Code 4. A BREEAM pre-assessment for the conversion of the police station building confirms a score of ‘very good’, stating that the limitations of the building fabric mean that a score of ‘excellent’ would be difficult to achieve.
- 3.10 Energy Statement (AJ Energy Consultants) – this document details proposed renewable energy technologies. The report discounts on site CHP but states that photovoltaic panels are proposed at roof level.
- 3.11 Daylight and Sunlight (Herrington Consulting Limited) – this document details the impact of the proposals in terms of daylight and sunlight upon existing properties, together with a test for daylight upon the proposed dwellings. The report concludes that the introduction of the terrace on Kneller Road would not result in an adverse loss of light to no.1 Kneller Road and that the proposed dwellings would receive sufficient levels of daylight in accordance with BRE guidance.

4.0 Consultation

- 4.1 This section outlines the consultation carried out by the applicant prior to submission and 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.

4.3 Pre-Application Consultation

- 4.4 A pre-application enquiry was submitted to the Council in February 2014. The retention of the police station was welcomed, and its sensitive conversion to family dwellings, rather than flats was considered to be acceptable. A new build terrace to the rear raises no objections in principle, however, the applicant was advised that the acceptability of a car-free approach would need to be demonstrated with parking surveys and a Transport Assessment.

- 4.5 The applicant was encouraged to consult with residents locally prior to the submission of a planning application. As a result of the consultation, an application was made from residents to English Heritage to formally list the police station, which was rejected in July 2014. Further details of the listing proposal are discussed in the report below.

Written Responses received from Local Residents and Organisations

- 4.6 Notification letters were sent to surrounding properties and to local ward councillors. 1 letter of support and 12 objections were received, these are summarised below.
- the scheme does not propose any off-street car parking
 - the new build terrace is vulgar and ugly
 - this is inappropriate development for this location
 - why can't the police station be converted for community uses? Such as a gym, offices, or a restaurant.
 - Proposed gardens are too small.
 - Lewisham Council should have listed the building.
- 4.7 In response to the local interest in the application proposal, a local meeting was held in accordance with the requirements of the Council's Statement of Community Involvement. The meeting was held on the 8th October 2014 at Brockley Social Club. A copy of the notes of the meeting is appended to this report.

All of the representations received are available to Members

Sustainability Manager

- 4.8 Proposals meet Code Level 4 which is acceptable. The applicant has submitted a BREEAM pre-assessment for the conversion of the police station which generates a 'very good' rating, any improvement to this score would be welcome.

Highways and Transportation

- 4.9 The scheme is unobjectionable in principle as the applicant has provided parking beat surveys using the Lambeth Methodology, which shows that there is sufficient on street parking.
- 4.10 The retention of the police station is welcome, and there is no objection to the proposed terrace to the rear. Conditions are required for samples of materials for the new build properties, boundary treatments and detailing of the new entrances on the police station to ensure they are of high quality.

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 must 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 (July 2004) that have not been replaced by the Core Strategy and policies in the London Plan (July 2011). The NPPF does not change the legal status of the development plan.

National Planning Policy Framework

5.3 The NPPF was published on 27 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 in paragraph 211, that 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.

Other National Guidance

5.5 The other relevant national guidance is:

Climate change

Conserving and enhancing the historic environment

Design

Ensuring effective enforcement

Flexible options for planning permissions

Renewable and low carbon energy

Travel plans, transport assessments and statements in decision-taking

Use of Planning Conditions

London Plan (July 2011)

5.6 The London Plan policies relevant to this application are:

Policy 3.1 Ensuring equal life chances for all

Policy 3.2 Improving health and addressing health inequalities

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 5.11 Green roofs and development site environs

Policy 6.9 Cycling

Policy 6.10 Walking

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 7.5 Public realm

Policy 7.6 Architecture

Policy 7.7 Location and design of tall and large buildings

Policy 7.8 Heritage assets and archaeology

Policy 8.3 Community infrastructure levy

London Plan Supplementary Planning Guidance (SPG)

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

Accessible London: Achieving an Inclusive Environment (2004)

Housing (2012)

Sustainable Design and Construction (2006)

London Plan Best Practice Guidance

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

Development Plan Policies for Biodiversity (2005)

Control of dust and emissions from construction and demolition (2006)

Wheelchair Accessible Housing (2007)

Core Strategy

- 5.9 The Core Strategy was adopted by the Council at its meeting on 29 June 2011. The Core Strategy, together with the Site Allocations, the Lewisham Town Centre Local Plan, 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 1 Lewisham Spatial Strategy

Spatial Policy 5 Areas of Stability and Managed Change

Core Strategy Policy 1 Housing provision, mix and affordability

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

Core Strategy Policy 16 Conservation areas, heritage assets and the historic environment

Unitary Development Plan (2004)

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

STR URB 1 The Built Environment

URB 3 Urban Design

URB 6 Alterations and Extensions

URB 12 Landscape and Development

URB 20 Locally Listed Buildings

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)

- 5.11 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

- 5.12 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 this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given). The following emerging plans are relevant to this application.

5.13 The following emerging plans are relevant to this application.

Development Management Local Plan

5.14 The Council submitted the Development Management Local Plan (DMLP) for examination in November 2013. The Examination in Public has now concluded, and the Inspector has issued his report on the 23 of July 2014 finding the Plan sound subject to 16 main modifications. The 16 main modifications had previously been published by the Council for public consultation on the 29 of April 2014. The Council expects to formally adopt the DMLP in autumn 2014.

5.15 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 as amended by the 16 main modifications has undergone all stages of the plan making process aside from formal adoption, and therefore holds very significant weight at this stage.

5.16 The following policies are considered to be relevant to this application:

DM Policy 1	Presumption in favour of sustainable development
DM Policy 24	Biodiversity, living roofs and artificial playing pitches
DM Policy 25	Landscaping and trees
DM Policy 27	Lighting
DM Policy 28	Contaminated land
DM Policy 29	Car parking
DM Policy 30	Urban design and local character
DM Policy 31	Alterations/extensions to existing buildings
DM Policy 32	Housing design, layout and space standards
DM Policy 33	Development on infill sites, backland sites, back gardens and amenity areas
DM Policy 35	Public realm
DM Policy 37	Non designated heritage assets including locally listed buildings, areas of special local character and areas of archaeological interest

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
- f) Impact on Adjoining Properties
- g) Sustainability and Energy
- h) Ecology and Landscaping

Principle of Development

- 6.2 The police station is vacant, having been sold by the Metropolitan Police in 2013. For a number years prior to its disposal, the police station prior was only operational on a part time basis. The proposals seek for residential conversion of the original police station building together with the construction of a terrace of 5 dwellings within the yard.
- 6.3 Core Strategy Policy 19 states that the 'Council will work to ensure a range of community facilities are provided across the borough'. Development should not result in a net loss of facilities, and should identify the needs of current and future populations, be in accessible locations and encourage a safe and secure environment.
- 6.4 In this instance, the police station has been closed and the site sold. The closure of the police station is part of an ongoing process to improve the efficiency of the Metropolitan Police service. Although the conversion to residential would result in a loss of a community building, it is acknowledged that the use has ceased and the site ownership has changed. The site is located in a predominantly residential location and it is considered in this instance that residential re-use of the building would be the most appropriate form of development. The introduction of commercial activities for example would require further alteration of the building and would introduce new patterns of activity, for example servicing. In this case, the building is locally listed and is of historical merit, and the conservation of a prominent building with limited physical alteration is encouraged.
- 6.5 It is therefore considered that the principle of development is acceptable, subject to securing a high quality form of development. With regard to the objections raised and re-using the building for alternative uses such as a gym or offices, the proposals submitted seek permission for residential conversion and will be considered on that basis.

Design and Heritage

- 6.6 Paragraph 63 of the National Planning Policy Framework states that 'in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area'. Whilst paragraph 64 states that 'permission should be refused for development of poor design that fails to take the opportunities for improving the character and quality of an area and the way it functions'.
- 6.7 Core Strategy Policy 15 states that the Council will apply national and regional policy and guidance to ensure the highest quality design and the protection or enhancement of the historic and natural environment, which is sustainable, accessible to all, optimises the potential of sites and is sensitive to the local context and responds to local character.

Conversion of former police station

- 6.8 The former police station is locally listed. Core Strategy Policy 16 seeks to protect locally listed buildings. DM Policy 37 of the Development Management Local Plan (for adoption November 2014) states that the 'Council will seek to retain and enhance locally listed buildings and that the Council will resist demolition and expect applicants to give due consideration to retaining and incorporating them in any new development'. The proposals for the retention of the building are therefore supported.
- 6.9 Prior to the submission of the planning application there was a proposal submitted by local residents to consider the formal listing of the building. This was submitted to English Heritage for consideration who on the 10th of July confirmed that the building has not been formally listed. The reasons given were the following:
- Architectural Interest – Although a well-composed building with good architectural details, the building style and form is typical of the period;
 - Selectivity: John Butler was surveyor to the Metropolitan Police for a significant period at the end of the 19th Century; of his surviving stations others are more architecturally accomplished;
 - Historic Interest: the station was built during the short period where planning theory called for the separation of operation from residential spaces; Butler's plan, which survives well, does not illustrate this.
- 6.10 This identification for listing follows two previous considerations, one in the mid 1990's; and one in 2004. On both occasions English Heritage declined to formally list the building. It is recognised that as a locally listed building, outside of a conservation area, there is no statutory control over its demolition, and officers have liaised with the applicant during pre-application discussions strongly encouraging the retention of the building.
- 6.11 The applicant proposes to divide the building vertically into 4 houses, involving limited internal alterations to the police station building. Externally, the Howson Road elevation is proposed to remain virtually unchanged. The northern Kneller Road elevation would be altered to provide two residential entrances. An existing doorway is to be re-used, and a window is proposed to be enlarged to create a new entrance door. A further window is to be inserted into the elevation (where one previously existed but has since been bricked up). The drawings state that these works are to be detailed to replicate the existing building which is acceptable however, to ensure that the detailing is accurate around the doorway for example, detailed drawings are required by condition as requested by the conservation officer.
- 6.12 The existing Howson Road frontage is characterised by an open planted area, boundary treatments include a historic dwarf wall and a single brick pier. To the south of the site modern blue railings and notice boards are prominent in the streetscene. There is no objection to the removal of the modern additions. The landscaping plans submitted show that the Howson Road frontage is to be divided to create two front gardens, incorporating a refuse store and cycle storage. It is considered appropriate to require details of boundary treatments by condition to ensure that they are of a suitable quality.

- 6.13 The rear elevations of the building are to be altered by way of the creation of new rear doors and removal of various pipework and flues. At first floor level new windows would be added in the elevation to serve bedrooms. This is considered acceptable and would improve the regularity of the rear facade, which at present is relatively muddled on the rear elevation. As with the new entrances on Kneller Road, detailed drawings of all new windows are proposed to be required by condition.
- 6.14 A 'green wall' was originally proposed on the flank elevation of the police station adjacent to the refuse store. This has been omitted from the proposals following concerns over its attachment to the locally listed buildings and on-going concern regarding maintenance.

New terraces facing Kneller Road

- 6.15 The existing yard is enclosed by a high brick wall with a vehicular entrance off Kneller Road. The proposals would involve the demolition of this wall, which raises no objections from a conservation perspective as this wall is of a plain design. Various outbuildings in this yard have already been demolished and there are no structures of historic interest in this space. The proposals to develop the yard are therefore supported.
- 6.16 The proposed terrace is set in line with the existing terraced properties in Kneller Road and would in effect continue the terrace. This is considered an acceptable response to the site. The proposed new dwellings are no taller than surrounding buildings and it is considered that the dwellings are of an appropriate scale and mass which would acceptably integrate with the wider street scene.
- 6.17 With regard to architectural approach the front elevation of the dwellings (and return flank onto Kneller Road) is traditional in appearance, utilising stock brick elevations and aluminium framed sliding sash windows recessed into the elevation with integral blinds. The flank elevation is detailed with a rusticated brick banding, which provides a visual link to the police station. The drawings state that the bricks are to match the existing, which is acceptable in principle, however, it is recommended that a condition is attached to secure samples of facing materials. The roofs of these dwellings are to be clad in zinc, which is again acceptable in principle. Although roofs in Kneller Road are a mixture of slates/ concrete tile, the character of the area is relatively mixed and the introduction of a contemporary roofscape raises no objections. Samples are to be secured by condition.
- 6.18 The rear elevations are dramatically different in appearance, clad in zinc and angular in nature, punctuated by glazing, providing a thoroughly contemporary appearance. Each dwelling is divided by an extruding brick flank wall with rusticated banding. It is considered that the treatment of the rear elevations is distinctive in design and has the potential to be high quality. This is supported in principle and samples of materials are to be secured by condition. The angled nature of the rear elevations means that they are unlikely to be prominent in the streetscene, with the view characterised by the extruding brick walls separating each dwelling.
- 6.19 A number of objections received refer to the proportions of the terrace not matching those of the adjacent Victorian dwellings. The drawings provided show that the first floor windows align with those of the adjacent dwellings, including window proportions and roof height.

Conclusions

- 6.20 In all it is considered that the proposals present a sensitive conversion of the locally listed former police station and that the proposed terrace of 5 dwellings facing Kneller Road are of high quality and would enhance the streetscene.

Housing

a) Size and Tenure of Residential Accommodation

- 6.21 The scheme is for 9 dwellings, no affordable housing is required for a scheme of this size, below 10 units.
- 6.22 The London Plan sets out minimum floor spaces standards for dwellings of different sizes (Policy 3.5). These are based on the minimum gross internal floor space required for new homes relative to the number of occupants and taking into account commonly required furniture and spaces needed for different activities and circulation, in line with Lifetime Home Standards. The quality of the proposed accommodation needs to be carefully considered in relation to the Council's LDF and the London Plan. The London Housing SPG is also a material consideration, and contains further guidance on internal layout. A 3 bed dwelling should have a minimum GIA of 87 sq.m. (two storeys), rising up to 111 sq.m. for a 6 person, three storey unit. A 4 person dwelling should have a minimum of 100 sq.m. rising to 113 sq.m..
- 6.23 Unit A is a 4 bedroom dwelling, whilst Units B-D are 3 bedroom. Units E-G are shown as having 3 bedrooms with a study which could be used as single bedroom, whilst Unit I is shown with 2 bedrooms and a study which could be used as a single bedroom. All units exceed the minimum space standards and are considered to be of an acceptable layout internally. Each dwelling is also dual aspect.

b) Standard of Residential Accommodation

- 6.24 UDP Policy HSG 7 and the Residential Standards SPD state that private gardens should be approximately 9m deep, but that in some instances terraces or balconies can provide alternative provision. In this case, each property is provided with a garden area. The terraces facing Kneller Road have individual private gardens measuring between 4m and 5.6m deep, due to the angled rear elevations. These are relatively compact gardens, however they have been carefully planned and details of the landscaping approach have been provided with the application. The landscaping plan for these dwellings refers to the use of artificial grasses, however, this has since been removed and natural turf is now proposed.
- 6.25 The dwellings in the former police station have a communal garden which spans the rear of the building with private courtyard style enclosures for units B, C and D set behind. The reasoning for this dual communal/ private layout is due to the configuration of the existing building and associated difficulties in dividing up the space. Unit A has a private garden with no access to the communal garden. It is considered that the garden arrangements are acceptable and would be of high quality. They would also represent a chance to introduce soft landscaping into the site which is characterised by extensive hard surfacing.

- 6.26 The terraced houses facing Kneller Road would also benefit from a roof terrace proposed at second floor level, with the exception of unit I, given its proximity to no. 1 Kneller Road. These terraces are enclosed by high flank walls and are considered an acceptable form of amenity provision.
- 6.27 Taking into account the acceptability of the gardens and the carefully planned nature of the dwellings, it is considered necessary to control future changes on site, in order to ensure that sufficient amenity space remains. Accordingly it is recommended that permitted development rights are removed.
- 6.28 In terms of outlook, all units will be dual aspect and all habitable rooms will be served by windows overlooking the garden or entrance, the proposed units will therefore have a good level of outlook.
- 6.29 It is considered that the units would provide a good standard of accommodation, in the context of the constraints of the site.

Highways and Traffic Issues

a) Access

- 6.30 Each dwelling has a private entrance. Units A and B within the former police station facing Howson Road have a private front garden with set back entrance, whilst the entrances to units C and D are directly from the pavement. Units E-I have set back entrances behind small front gardens as is typical in Kneller Road. The access arrangements are considered to be acceptable.

b) Servicing

- 6.31 The dwellings would be serviced on street, as is typical for properties in Howson and Kneller Roads. This raises no objections.

c) Cycle Parking

- 6.32 Two cycle parking spaces are provided for each unit (18 overall) which is acceptable. The proposal states that each space is to be dry and secure. All units, except C and D have external bicycle storage, further details of which are to be secured by way of condition.

d) Car Parking

- 6.33 The scheme does not include any off-street car parking. Several of the objections received relate to the pressures of existing car parking on street and the adverse impacts upon the highway that the development would result in. The site is not included within a Controlled Parking Zone, and is located only 200m from Brockley Station, as such during the day, the site and surrounding streets experience an element of commuter parking from those using Brockley Station.
- 6.34 Given the levels of daytime parking currently in the area, the applicant has submitted a Transport Statement, which includes a parking survey. This survey uses the 'Lambeth Methodology'. This involves surveys of the site and streets within a 200m radius on two occasions to assess parking demand when it is at its highest. These surveys are undertaken at night when residents are most likely to be home and there is the lowest trip generation. Tables 1 and 2 below show the

results from the parking surveys, which demonstrate that there is on street parking available within the surrounding streets of the former police station.

- 6.35 The Transport Statement has been reviewed by the Councils Highways Officer who has raised no objections to the survey detail, as such it is considered that the scheme is acceptable from a highways perspective. Although there would be an increase in residential car parking, there are sufficient levels at night when demand is highest. It is also acknowledged that whilst the police station was active, there would have been an element of vehicle traffic associated with those coming to and from the station.

Table 1: Parking beat survey results – Tuesday 22/10/2013 at 2am

<i>Street</i>	<i>Total Spaces</i>	<i>No. of cars parked</i>	<i>% occupied</i>	<i>Spaces available</i>	<i>% available</i>
Howson Road	73	55	75%	18	25%
Kneller Road	81	45	56%	36	44%
Arabin Road	77	63	82%	14	18%
Braxfield Road	86	65	76%	21	24%
Foxberry Road	52	36	69%	16	31%
Harcourt Road	49	37	76%	12	24%
Total	418	301	72%	117	28%

Table 2: Parking beat survey results – Wednesday 23/10/2013 at 5am

<i>Street</i>	<i>Total Spaces</i>	<i>No. of cars parked</i>	<i>% occupied</i>	<i>Spaces available</i>	<i>% available</i>
Howson Road	73	52	74%	19	25%
Kneller Road	81	49	60%	32	40%
Arabin Road	77	64	83%	13	17%
Braxfield Road	86	64	74%	22	26%
Foxberry Road	52	36	69%	16	31%
Harcourt Road	49	31	63%	18	37%
Total	418	298	71%	120	29%

e) Refuse

- 6.36 Each property has a dedicated area for refuse storage. Units A and B facing Howson Road and Units E-I facing Kneller Road have space within their respective front gardens for refuse storage, hidden behind boundary treatments

and landscaping. Units C-D have a dedicated area for refuse storage on Kneller Road to the flank of unit D. This is a small courtyard space, accessed directly from the street. The refuse arrangements are considered to be acceptable. Collection would be from the street as with other properties in the area.

Impact on Adjoining Properties

- 6.37 Policy HSG 4 of the UDP seeks to protect existing residential occupiers from inappropriate development. Issues to consider are the impact of a development proposal upon neighbouring properties by way of overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance.
- 6.38 Unit I would be sited adjacent to no.1 Kneller Road, At ground floor this dwelling projects rearward by 2m (rising to a height of 2m on the boundary), with the first floor set in line with the adjacent property. This is considered to be an acceptable relationship, where a 2m rearward projection is of a modest scale. The daylight and sunlight assessment submitted indicates that there would be no adverse loss of light to this property.
- 6.39 As described above, the Kneller Road facing terraces all have roof terraces, with the exception of Unit I. These terraces are surrounded by high flank walls, which rise up to meet the roof of each unit. It is not considered that these would result in adverse overlooking of adjacent properties in Kneller Road.
- 6.40 There would be some mutual overlooking from the proposed terraced houses and gardens into the dwellings proposed in the former police station, which itself has a communal garden layout. It is considered that the distances between these units is acceptable, following that established between Kneller Road and Howson Road and that the enclosure of the second floor terraces would limit adverse overlooking. Occupiers would to a degree expect a level of mutual overlooking, given the urban nature of the site.
- 6.41 Taking into account the careful planning of the layout and relatively small size of the gardens, and relationship to adjacent properties, it is considered appropriate to restrict permitted development rights for future extensions/ alterations to the buildings.

Sustainability and Energy

a) Renewable Energy

- 6.42 Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime.
- 6.43 Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the following energy hierarchy:

- 1 Be Lean: use less energy
- 2 Be clean: supply energy efficiently
- 3 Be green: use renewable energy

- 6.44 Achieving more sustainable patterns of development and environmentally sustainable buildings is a key objective of national, regional and local planning policy. London Plan and Core Strategy policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions. Core Strategy policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions. Core Strategy Policy 8 requires all new residential development to meet a minimum of Code for Sustainable Home Level 4 and commercial buildings to achieve a BREEAM rating of 'Excellent'.
- 6.45 The applicant has submitted a CfSH pre-assessment which states that the new build terraces would achieve a score of between 70-71.05% which is equivalent to Level 4. This is policy compliant and a condition is recommended to secure this.
- 6.46 A BREEAM pre-assessment for refurbishment of the former police station has been submitted and provides a score of 59.22% equivalent to a 'very good' rating. The applicant has stated that to achieve a score equivalent to 'excellent' would be very difficult to achieve given the limitations of the building fabric. Officers take a pragmatic approach to conversions and acknowledge that to achieve BREEAM 'excellent' would be onerous from a cost perspective. In this instance, the fabric of the building is of local historic interest and officers have encouraged that minimal alterations are undertaken to the building. To achieve a score of 'very good' is therefore accepted in this instance.

c) Sustainable Urban Drainage Systems

- 6.47 The existing site is covered by hard standing with little opportunity for greening. The proposals include the provision of soft landscaped garden areas which represents an improvement over the existing site conditions.

d) Landscaping

- 6.48 The proposals have been submitted with detailed landscaping plans, which include the use of granite setts/slates for the hard surfaces, with the use of vertical Oak sleepers to divide boundaries. The landscaping is considered to be of high quality which would improve the general appearance of the site when viewed from neighbouring properties and is considered to enhance the setting of the locally listed building.

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 Equalities Considerations

- 8.1 Section 149 of the Equality Act 2010 (“the Act”) imposes a duty that the Council must, in the exercise of its functions, have due regard to:-
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and those who do not;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 The protected characteristics under the Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 8.3 The duty is a “have regard duty” and the weight to attach to it is a matter for the decision maker bearing in mind the issues of relevance and proportionality. In this matter there is no impact on equality.

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. It is considered that the proposals present a sensitive and sympathetic restoration of the former police station and would enhance the locally listed building. The proposed terrace of 5 dwellings to the rear of the site are considered to be of an acceptable scale and design which would acceptably integrate with the Kneller Road streetscene.
- 9.2 The internal accommodation of each unit, within both the former police station and the new terraces are considered to be of high quality with every unit being dual aspect and having access to private and communal amenity areas.
- 9.3 Although the site proposes no off street car parking, the applicant has demonstrated through parking surveys that Howson Road, Kneller Road and the surrounding streets have sufficient parking capacity such that the addition of 9 further units would not result in unacceptable parking congestion.

10.0 RECOMMENDATION

GRANT PERMISSION subject to the following conditions:-

1. Time Limit

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. Develop in Accordance with Approved Plans

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

0389 D 0 106A 01, 0389 D 0 105A, 000389 D 0 104A 00, 27BP-07, 27BP-08, 27BP05, 27BP-06, 0389 D 103, 0389 D 102, 0389 D 101, 0389 D 204, 0389 D 205, 0389 D 300, 0389 F 001, 0389 D 200 (Howson Road), 0389 F 001, 0389 F 100, 0389 F 101, 0389 F 102, 0389 F 201, 0389 F 200, 0389 F 30, Heritage Statement, Design and Access Statement, Transport Statement, Sustainability Statement, Energy Strategy, Daylight and Sunlight Assessment, Plant Schedule, CGI, Landscape Design Package pages 3-4 (new building-rear garden- 3D still); 27BP-01 27BP-02, 27BP-03 received 2/10/2014; 0389 D 202 01, 0389 D 206 01, 0389 D 200 01 (Kneller Road), 0389 D 203 01, 0389 D 100 01 received 28/10/2014.

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. Construction Environment Management Plan

No development shall commence on site until such time as a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The plan shall cover:-

- (a) Dust mitigation measures.
- (b) The location and operation of plant and wheel washing facilities.
- (c) Details of best practical measures to be employed to mitigate noise and vibration arising out of the construction process
- (d) Details of construction traffic movements including cumulative impacts which shall demonstrate the following:-
 - (i) Rationalise travel and traffic routes to and from the site.
 - (ii) 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 relates activity.
 - (iii) Measures to deal with safe pedestrian movement.
- (e) Security Management (to minimise risks to unauthorised personnel).
- (f) Details of the training of site operatives to follow the Construction Management Plan requirements and any Environmental Management Plan requirements (delete reference to Environmental Management Plan requirements if not relevant).

Reason: In order that the local planning authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply with Saved Policies ENV.PRO 9 Potentially Polluting Uses and HSG 4 Residential Amenity in the Unitary Development Plan (July 2004).

4. Code for Sustainable Homes

- (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
- (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. Materials

No development shall commence on site until a detailed schedule and samples of all external materials and finishes, windows and external doors, roof coverings and full details of planters to be used on the Kneller Road frontage 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. Refuse and Recycling

- (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 HSG4 Residential Amenity in the Unitary Development Plan (July 2004) and Core Strategy Policy 13 Addressing Lewisham waste management requirements (2011).

7. Cycle Parking

- (a) A minimum of 18 secure and dry cycle parking spaces shall be provided within the development as indicated on the plans hereby approved
- (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. Boundary Treatment

- (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. Lifetime Homes

Each of the dwellings shall meet Lifetime Home Standards (in accordance with the 2010 (Revised) document) as shown on drawing nos. nos.0389 D 0 104A 00, 0389 D 0 105A 00, 0389 D 0 106A 01 hereby approved.

Reason: In order to ensure an adequate supply of accessible housing in the Borough in accordance with Saved Policy HSG 5 Layout and Design of New Residential Development in the Unitary Development Plan (July 2004) and Core Strategy Policy 1 Housing provision, mix and affordability and Core Strategy Policy 15 High quality design for Lewisham (June 2011).

10. Wheelchair Homes

The wheelchair dwelling hereby approved shall be constructed to be easily adapted in full accordance with the SELHP Wheelchair Homes Design Guidelines (November 2012) as shown on drawing nos.0389 D 0 104A 00, 0389 D 0 105A 00, 0389 D 0 106A 01 hereby approved prior to their first occupation. For the avoidance of doubt where a communal access is to be the principle access for wheelchair users or relates to communal access to amenity space or facilities intended for the enjoyment of residents of the development the specification for the said communal access shall not be less than the specification for access for wheelchair units under the SELHP Wheelchair Homes Design Guidelines.

Reason: To ensure that there is an adequate supply of wheelchair accessible housing in the Borough in accordance with Saved Policy HSG 5 Layout and Design of New Residential Development in the Unitary Development Plan (July 2004) and Core Strategy Policy 1 Housing provision, mix and affordability and Core Strategy Policy 15 High quality design for Lewisham (June 2011).

11. Satellite Dishes

Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking, re-enacting or modifying that Order), no satellite dishes shall be installed on the former police station, the western (front) elevation of Kneller Road, nor on the roof of the building.

Reason: In order that the local planning authority may be satisfied with the details of the proposal and to accord 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).

12. No Plumbing or Pipes

Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking, re-enacting or modifying that Order), no plumbing or pipes shall be fixed on the external faces of the building(s) without the prior written permission from the Local Authority.

Reason: It is considered that such plumbing or pipes would seriously detract from the 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).

13. Removal of Permitted Development Rights

No extensions or alterations to the building(s) hereby approved, whether or not permitted under Article 3 to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking, re-enacting or modifying that Order) of that Order, shall be carried out without the prior written permission of the local planning authority.

Reason: In order that, in view of the nature of the development hereby permitted, the local planning authority may have the opportunity of assessing the impact of any further development and to comply with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011).

14. Removal of Permitted Development Rights

Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking, re-enacting or modifying that Order), no windows (or other openings) shall be constructed in the elevations of the building other than those expressly authorised by this permission.

Reason: To enable the local planning authority to regulate and control any such further development in the interests of amenity and privacy of adjoining

properties in accordance with Saved Policy HSG 4 Residential Amenity in the Unitary Development Plan (July 2004).

15. Use of Amenity Space

The whole of the amenity space (including roof terraces and balconies) as shown on drawing no. 0389 D 100, 0389 D 102 hereby approved shall be retained permanently for the benefit of the occupiers of the residential units hereby permitted.

Reason: In order that the local planning authority may be satisfied as to the amenity space provision in the scheme and to comply with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and Saved Policies HSG 7 Gardens and HSG 9 Conversion of Residential Property in the Unitary Development Plan (July 2004).

16. Construction Hours and Deliveries

No deliveries in connection with construction works shall be taken at or despatched from the site other than between the hours of 8 am and 6 pm on Mondays to Fridays and 8 am and 1 pm on Saturdays and not at all on Sundays or Public Holidays.

No work shall take place on the site other than between the hours of 8 am and 6 pm on Mondays to Fridays and 8 am and 1 pm on Saturdays and not at all on Sundays or Public Holidays.

Reason: In order to safeguard the amenities of adjoining occupants at unsociable periods and to comply with Saved Policies ENV.PRO 9 Potentially Polluting Uses, ENV.PRO 11 Noise Generating Development and HSG 4 Residential Amenity in the Unitary Development Plan (July 2004).

17. Works to Police Station

Prior to the commencement of development of any phase, a full schedule of works, including details of removal shall be submitted for the police station, including removal of the external flues on the rear elevation. The development shall be carried out in full accordance with the submitted schedule.

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).

18. Architectural Details

(a) Notwithstanding the details submitted, prior to the commencement of the development hereby approved, details, including 1:5 plans, elevations and sections, of the proposed timber sash windows, timber entrance doors and stone surrounds (at a scale of 1:20) shall be submitted to and approved in writing by the local planning authority. These shall include, but not be limited to, details of the glazing bars, spacers and window horns and all door furniture. The development shall not be carried out other than in accordance with the approved

details. The 'POLICE' engraving over the entrance facing Howson Road shall be retained.

- (b) The development shall be carried out in accordance with the approved details.

Reason: In order that the local planning authority may be satisfied as to the detailed treatment of the proposal 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).

Informatives

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, positive and proactive discussions took place with the applicant prior to the application being submitted through a pre-application discussion. Discussions took place during the application to amend the landscaping plans and revised plans have been received.

Commencement of works: 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.

CIL: You are advised that the application granted is subject to the Mayoral Community Infrastructure Levy ('the CIL'). More information on the CIL is available at: -

<http://www.communities.gov.uk/publications/planningandbuilding/communityinfrastructurelevymay11> (Department of Communities and Local Government) and <http://www.legislation.gov.uk/ukdsi/2010/9780111492390/contents>

Construction: 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.

Dust Minimisation: In preparing the scheme of dust minimisation, reference shall be made to the London Councils Best Practice Guide: The Control of Dust and Emissions from Construction and Demolition. All mitigation measures listed in the Guide appropriate to the size, scale and nature of the development will need to be included in the dust minimisation scheme.

Street Naming and Numbering: 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.

Appendix 1

Local Meeting in Connection with DC/14/88272 – Brockley Police Station

8th October 2014-10-28

Application for: Alterations and the conversion of the former Brockley Police Station, 4 Howson Road SE4 into 4 self contained dwellings together with the construction of 5 two storey terraced houses fronting Kneller Road with provision of associated refuse store/ bicycle storage and associated landscaping.

Mark Pender (MP)	Planning Consultant PPM Planning
Aseem Sheik (AS)	Architect Base Associates
Michael Forrester (MF)	LBL Planning
Cllr Carl Handley (CCH)	Ladywell Ward Councillor and Meeting Chair
Residents (R)	

Minutes

- Introduction by Cllr Handley outlining the format of the meeting
- Introduction of the scheme by MP, outlining that the applicant had made pre-application enquires with the Council regarding the conversion of the police station and construction of dwellings to the rear of the site. MP outlined that voluntary community engagement was undertaken prior to the submission of a planning application in April 2014, but that an application was not submitted until September due to the application for the listing of the police station to English Heritage.
- MP explained the local listing status and confirms that there is no statutory protection over the building.
- AS provides scheme presentation in further detail and states that it was a focus to reuse the police station.
- R comments that the buildings are ugly and do not follow the forms set in Kneller Road.
- AS states that drawings show windows and proportions in line with adjacent dwellings but that the scheme does not seek to replicate existing architecture.
- R other areas in the borough (such as Telegraph Hill) replica architecture has been done successfully. Why can't this approach be taken here?
- R there is too much parking pressure in the area, with commuters using Brockley Station.
- MP explains that parking surveys using the 'Lambeth Methodology'

- have been submitted and show that there is parking provision available at peak times.
- MF confirms that the Lambeth Methodology is the Council's preferred method for parking surveys.
- R but the police station had a large car park and therefore did not cause any problems, it is residential occupiers that cause issues.
- R the gardens should all be removed and car parking area created. Nobody wants gardens here. They won't be used.
- MFR states that amenity provision is a requirements for family dwellings.
- MP states that internal car parking would not work, access issues.
- CCH even if an internal car park is created, you will still have cars parking outside on the street, so would this be any better?
- AS to provide parking within the site would be detrimental to the character of the scheme.
- R concern over construction impact and damage to property
- MP party wall agreements need to be signed this is a legal process which needs to be undertaken, and the Council can impose construction conditions.
- MFR a construction environment management plan can be secured by condition, this details construction impact including hoarding lines, access arrangements, traffic routes, dust minimisation.
- R what are the prices of these houses? These houses won't be for locals
- MP no pricing at present. It is the developer's intention to market these locally.
- R this scheme will detract from the values of houses in Kneller Road.
- MP this is not a planning issue to refuse permission, but considers that the scheme would improve values locally.
- R this scheme should be designed for residents, not profit.
- R what is the impact on drainage?
- MP surveys would be undertaken for drainage; this however, remains a construction issue rather than a planning issue.
- R again the architecture is poor quality and we deserve better, example images are shown of infill development in the area (not recent).
- MF states that design quality is now tightly secured, including detailed drawings, placement of rainwater goods, samples of materials. All of these items would be bound into a planning permission, if granted.

- MF confirms that this application will be reported to planning committee, but that no date has yet been confirmed. Residents will be formally notified of planning committee.
- R feels as is residents will have little impact upon this scheme, but that all objections remain. Reuse of the police station is encouraged.

Meeting finish at 8:30 pm.