

Committee	STRATEGIC PLANNING COMMITTEE	
Report Title	Land of the former Deptford Green School, Amersham Vale, SE14	
Ward	New Cross	
Contributors	Monique Wallace	
Class	PART 1	29 September 2016

<u>Reg. Nos.</u>	(A) DC/15/095027
<u>Application dated</u>	23.12.15 as revised on 20.01.16, 29.02.16 and 28.06.16
<u>Applicant</u>	Mr T Gaskell CMA Planning on behalf of Family Mosaic & Sherrygreen Homes
<u>Proposal</u>	Construction of residential blocks ranging between 1 and 5 storeys in height comprising 120 residential flats, maisonettes and houses, together with the provision of refuse and cycle storage and associated landscaping at the land of the former Deptford Green School, Amersham Vale, SE14.
<u>Applicant's Plan Nos.</u>	029_PL_501, Rev A, 502 Rev A, 503 Rev A, 600 Rev A, 601 Rev A, 602 Rev A, 603 Rev A, 604 Rev A, 605 Rev A, 610 Rev A, 611 Rev A, 612 Rev A, 613 Rev A, 700 Rev B, 701 Rev A, 703 Rev A, 704 Rev A, 800 Rev B, 801 Rev A, 802 Rev A, 803 Rev A, 804 Rev A, AV(90)IP001 Rev A, AV(94)LP001, Planning Statement, Desk Study & Ground Investigation Report, Energy Strategy Overview, Archaeological Desk Based Assessment, Air Quality Assessment, Daylight, Sunlight & Overshadowing Assessment, Floor Risk Assessment, Extended Phase 1 Habitat Survey, Noise Impact Survey, Statement of Community Involvement, Arboricultural Development Report, Sustainability Statement, Residential Travel Plan, Transport Assessment, received 31/12/16; Design and Access Statement Revision A (Pollard Thomas Edwards, January 2016) received 20/1/16; Roof Landscape Approach Addendum to the Planning Application February 2016 received 29/2/16; Air Quality Neutral Assessment: Amersham Vale, Deptford Sherrygreen Homes and Family Mosaic Home Ownership (28th June 2016) and FRA - 2016 updates - Part 1, FRA - 2016 updates - Part 2 received 28/6/16.
<u>Background Papers</u>	(1) Case File DE/208/D/TP (2) Development Management Local Plan (adopted November 2014) and Core

Designation

SA17 :Deptford Green School, Edward Street/Amersham Vale, SE8 in the Site Allocations Local Plan 2013

1.0 Executive summary

- 1.1 This report relates to Deptford Green School's former upper school site. The proposed development of the former Deptford Green School is part of a wider scheme which saw Deptford Green School opened on a new site in 2012.
- 1.2 A decision was taken by the Council to close the Amersham Vale site and build a new larger replacement school on land adjacent to the Edward Street site/Fordham Park, using up some of the open space within the park. It is for this reason, that the old school site comprises a new park which is to compensate for the loss of open space at Fordham Park.



- 1.3 Site allocation SA17 of the Site Allocations Local Plan 2013, relates to the now demolished Deptford Green School, Edward Street/Amersham Vale site which is the subject of this application. The site allocation requires the site to be split into a park and space for new dwellings.
- 1.4 The park was officially opened last month and the proposed dwellings form the subject of the current application.
- 1.5 The proposal is to deliver residential blocks ranging between 1 and 5 storeys in height comprising 120 residential flats, maisonettes and houses. This planning application, together with a scheme for residential development at Giffin Street, is being brought forward by the same joint venture arrangement between the applicants, Family Mosaic and Sherrygreen Homes. The proposals are linked via a Development Agreement with the Council, which requires an increased level of

affordable housing of 32.5% on this site via grant funding to improve upon the level of affordable housing proposed as part of this planning application. The uplift would be secured via the Section 106 Agreement and the expectation is that both schemes would be delivered together.

- 1.6 Three objections have been received to the proposals on the grounds of highways implications, the proposed low levels of affordable housing and scale/mass.
- 1.7 This report considers the current proposals in the light of the submitted information, relevant planning policy and guidance, representations received and other material considerations, and makes recommendations on the determination of the application. The application proposals are described in more detail in Section 4 below.
- 1.8 The scheme would deliver the final phase of a wider scheme that has seen the delivery of a new secondary school and public park. It would deliver 32.5 % affordable housing and present a high quality scheme of an appropriate scale with a new route through the site.

2.0 Property/Site Description

- 2.1 The Amersham Vale site is bounded to the north by Edward Street and to the west and south is Amersham Grove. To the north on the opposite side of Edward Street are two churches and the upper school's Multi Use Games Area (MUGA) which still remains. Amersham Vale lies to the east of the site.
- 2.2 The site is 0.64ha and is surrounded by hoarding. It previously comprised school buildings, which have now been cleared.
- 2.3 A new park (Charlottenburg Park) abuts the site to its immediate south west.
- 2.4 The surrounding area is predominantly residential, with 2 storey terraced houses built mainly in London stocks on Amersham Grove which face the application site to the south and west. To the north, on the opposite side of Edward Street, are 2 churches and the former school's MUGA. Further north east are roads comprising 2/3 storey terraced houses. To the east on Amersham Vale, are mainly 2-4 storey residential properties, Deptford Police Station, and the adjacent former police station (both 3 storeys) which is now used temporarily to accommodate artists' spaces.
- 2.5 The streets immediately surrounding the application site have few parking restrictions, except around junctions and for larger vehicles.
- 2.6 The site, and the land to the south west is allocated in Lewisham's Site Allocation Local Plan as SA17: Deptford Green School, Edward Street/Amersham Vale Area. The site allocation intends the site to be used for public open space (39%) and residential (61%), with an indicative capacity of 120 units.
- 2.7 The application site is not located within a conservation area but is within an Area of Archaeological Priority, an Air Quality Management Area and Flood zone 3. No Tree Preservation Orders apply to trees within or immediately surrounding the application site. Railway bridges to the west of the application site form part of a designated Green Corridor.

3.0 Planning History

- 3.1 There is an extensive planning history relating to Deptford Green School however given the school no longer exists, only the history leading up to and including the demolition of the school buildings has been noted below:
- 3.2 June 2011 (DC/12/80635) – Request for Screening Opinion received in respect of the proposed demolition works of Deptford Green Upper School, Amersham Vale SE8. The Screening Opinion raised no objection to the proposed method of demolition of the school buildings and confirmed that an EIA would not be required.
- 3.3 April 2010 (DC/10/73438) - Planning permission was granted for the demolition of all parts of the upper school building and the creation of a new area of open space.
- 3.4 The 2010 permission in effect split the then application site into two parts in accordance with the site allocation SA17. Permission was granted for a park on the south west part which has recently been completed, whilst the north east part of the site was left vacant. It is this half of the site, measuring 0.64ha, which forms the subject of the current planning application.

4.0 Current Planning Application

The Proposals

- 4.1 The proposal is for the construction of residential blocks ranging between 1 and 5 storeys in height comprising 120 residential flats, maisonettes and houses, together with the provision of refuse and cycle storage and associated landscaping at the land of the former Deptford Green School, Amersham Vale, adjacent to the newly completed Charlottenburg Park.
- 4.2 The residential accommodation proposed is 31 x 1 bedroom, 35 x 2 bedroom and 1 x 3 bedroom flats, 18 x 2 bedroom, 13 x 3 bedroom and 4 x 4 bedroom maisonettes incorporating balconies and 16 x 3 bedroom and 4 x 4 bedroom houses. The image below shows the layout of the proposed development alongside the recently completed park.



Western Blocks (fronting the new park)

- 4.3 This almost symmetrical pair of blocks would be 5 storeys in height, and would comprise 1 and 2 bed flats, some of which would have their own access directly onto a path which would run parallel to the new park. The access to the upper units would be via central cores, also accessed via the park. Each unit would benefit from a balcony.
- 4.4 The southernmost block would have a 'return wing' fronting onto Amersham Grove, which would step down to 4 storeys in height, whereas the northern block would be rectangular in shape.
- 4.5 The northernmost block would comprise 9 x 1 bed 2 person, 17 x 2 bed 4 person flats and 8 x 2 bed 4 person maisonettes (34 units in total).
- 4.6 The southernmost of the two park blocks would comprise 13 x 1 bed 2 person, 1 x 2 bed, 3 person, 16 x 2 bed 4 person flats and 8 x 2 bed 4 person and 2 x 3 bed, 5 person maisonettes (40 units in total).
- 4.7 These blocks would be framed in a buff brick, with white cement cladding separating the recessed balconies of the dwellings behind.

Northern terrace

- 4.8 This four storey terrace of dwellings would comprise 3 and 4 bed maisonettes. Access would be from Edward Street. The northernmost corner would increase to 5 storeys in height and would comprise 1 and 2 bed flats. Each duplex would benefit from a rear garden, while the flats would benefit from their own private balcony.
- 4.9 This terrace would comprise 8 x 3 bed 5 person and 4 x 4 bed, 6 person maisonettes (12 units in total).

- 4.10 This block would be four storeys in height, with the top floor set back and would be constructed from a buff brick, with recesses and rainwater goods breaking up the long expanse of building. The top storey would be set back from the front facade.

Amersham Vale/Edward Street junction

- 4.11 This block would continue the four storey terrace fronting Edward Street, then would step up to 5 storeys in height at the junction with Edward Street and Amersham Vale, then step down to four storeys in height.
- 4.12 This area of the scheme would comprise 9 x 1 bed 2 person, 1 x 2 bed 4 person and 1 x bed 5 person flats and 1 x 2 bed, 3 person, 1 x 2 bed, 4 person, 3 x 3 bed, 5 person maisonettes (16 units in total).

Central mews terraces and eastern infills

- 4.13 Two rows of three storey, terraced houses would front each other in the centre of the site, framing a direct pedestrian route from Amersham Vale, through to the park. These terraces would comprise 3 bed houses and would be accessed from within the scheme. A further three dwellings of two storeys in height, comprising 3 bedrooms would front onto Amersham Vale, infilling the gaps between the perimeter blocks and the central terraces.
- 4.14 This group of buildings would comprise 16 x 3 bed 5 person and 2 x 4 bed, 6 person houses (18 units in total).
- 4.15 These buildings would be three storeys in height and constructed from a buff brick, with recesses and rainwater goods breaking up the long expanse of building.
- 4.16 All houses in the proposed development would benefit from their own private rear gardens, while all flats and maisonettes would be served by a mixture of balconies, terraces and/or gardens.
- 4.17 No car parking is to be provided on site, although 12 wheelchair blue badge/accessible/disabled car parking spaces are to be provided on the public highway surrounding the site.
- 4.18 212 cycle spaces are proposed to be distributed in allocated, communal storage facilities to be located at the rear of the block fronting the park. Three cycle parking spaces would be for visitors.
- 4.19 The proposal would be contemporary in appearance, with both flats and houses having flat roofs. All are to be constructed from brick, with deep reveals framing metal windows.

Supporting Documents

Preamble (Mulalley, undated)

- 4.20 This document explains the proposed phasing of works to be carried out at the application site, and for Frankham Street which has a planning application running concurrently with the current submission.

Design and Access Statement Revision A (Pollard Thomas Edwards, January 2016)

- 4.21 This document explains the design evolution of the scheme and pulls together the individual drawings and documents submitted with the planning application, supported with examples and CAD drawings of how the scheme should look when completed.

Transport Assessment (EAS October 2015)

- 4.22 This document sets out the relevant regional and local planning policies. It also provides a description of the application site and its surroundings from a Highways perspective, confirming that the site has a PTAL of 5-6a (excellent access to public transport) and highlights the walking, cycling, public transport and vehicle movement characteristics of the area.
- 4.23 It finds that 163 additional public transport trips per day would be generated by the proposed development which can be accommodated with the existing capacities. The figures are considered as maximums as the existing trips have not been factored in and as such, it finds that there would not be additional impact.
- 4.24 With regard to cycling, an additional 60 morning peak and 36 evening peak cycle movements would be generated from the proposed development, while a combined 456 additional pedestrians and cyclists would be generated from the site on a daily basis.
- 4.25 The document also advises that up to 49 cars would be owned by occupiers of the development but that there is ample on street parking capacity for the uplift.

Air Quality Neutral Assessment (Hawkins Environmental, 9th February 2015)

- 4.26 The assessment forecasts that there would be 175 Average Annual Daily (vehicular) Trips (AADT) to and from the site and the emissions derived from this would exceed policy benchmarks. However, they conclude that through the use of a more efficient CHP (Combined Heat and Power), together with the tightness of the fabric of the building, the scheme overall would be air quality neutral.

Flood Risk Assessment (FRA) (Capita, April 2016)

- 4.27 The revised FRA confirms that there would be a low probability of flooding from the Thames as the site is protected by the existing flood defences. The document also provides in its appendix, annotated ground floor plans of the proposed buildings, and confirms that no sleeping accommodation is proposed at ground level.
- 4.28 Conditions were recommended to secure a Flood Evacuation Plan (FEP) and a SUDS strategy.

Residential Travel Plan (EAS December 2015)

- 4.29 This document describes the planning application proposals and sets the context of the area highlighting the type and proximity of local amenities.

- 4.30 The document confirms that the proposed development is expected to take two years to complete.
- 4.31 The movements and resting location for refuse collection and deliveries to and from the site are explained.
- 4.32 The people and traffic movements generated from the site are set out as in the Transport Assessment and reference is made to the three Car Club car parking locations up to 800m from the application site.
- 4.33 Chapter 5 of the document sets out the objectives of the plan which are to encourage sustainable forms of movement to and from the application site. Chapter 6 sets out the targets and how they are going to be achieved, which includes employing a Travel Plan Co-ordinator, reducing single car occupancy travel, increase car sharing and walking within 5 years. Chapters 7 & 8 set out the steps and monitoring required in order for the targets to be achieved.

Sustainability Statement (Mulalley & Co, 13/11/15)

- 4.34 The relevant Planning Policy and Building Control requirements are set out at the beginning of the report, and the waste, pollution, health & wellbeing, site management and ecology measures are also briefly mentioned in the document.
- 4.35 The document concludes that the proposed development would achieve in excess of 35% improvement over Part L Building Control requirements and the renewable energy for the site would be provided by Photovoltaic panels.

Statement of Community Involvement (Quatro, December 2015)

- 4.36 This document sets out the chronology of the community engagement exercises which took place prior to the submission of the current planning application.
- 4.37 The conclusion was that the consultation exercises resulted in positive feedback and the primary issue raised by residents was the impact on existing on street parking capacities.

Noise Impact Assessment (ANC, 23/9/15)

- 4.38 This document concludes that typical double glazed windows, with standard trickle vents would be sufficient to protect the proposed dwellings from external road traffic noise.

Extended Phase 1 Habitat Survey (Green Shoots Ecology, October 2014)

- 4.39 The survey was carried out in July and September 2014. The document confirms that the application site has been cleared and therefore only comprises sparse ruderal vegetation. It concludes that there is a moderate to negligible chance of finding any protected species on site.

Daylight, sunlight and overshadowing assessment (Devla Patman Redler December 2015)

- 4.40 This document assessed the levels of daylight, sunlight and views of the sky, using the previous school building as a benchmark for comparison and the BRE

(British Research Establishment) guidelines to measure acceptability or otherwise of the level of impact of the proposed buildings.

- 4.41 The document concludes that 44-46 Amersham Grove (sometimes erroneously referred to as Amersham Vale in the report) would not achieve the required views of the sky as a result of the proposed development, but that outlook would still be good given the presence of the new park.
- 4.42 With regard to the other buildings surrounding the proposed development, the document concludes that they would all achieve adequate levels of sunlight, daylight and views of the sky.
- 4.43 For the proposed new dwellings, the report confirms that one habitable window at the southern end of the development would not achieve the required levels of sunlight.
- 4.44 It also confirms that 50% of new dwellings would receive at least 2 hours of direct sunlight per day.

Roof Landscape Approach - Addendum to the Planning Application (BDP, February 2016)

- 4.45 This document provides further information regarding the living roofs proposed for the site and confirms the proposed minimum substrate depths and planting mixes.

Revisions

- 4.46 During the consultation process, and in order to address consultee replies, the Planning Statement, Design and Access Statement, living roof drawings, Flood Risk Assessment and Air Quality Neutral Assessment were revised/submitted.

5.0 Consultation

- 5.1 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.
- 5.2 Site notices were displayed and letters were sent to residents and business in the surrounding area and the relevant ward Councillors. The Environment Agency, London Overground, Network Rail and Historic England were also consulted.

Pre-Application Consultation

- 5.3 The applicant undertook a public consultation exercise as set out in the Statement of Community Involvement submitted with the planning application documents. Public Exhibitions were held on the 18 July and 10 October 2015. The exhibitions were publicised via advertisements in the local newspaper, site notices and 550 leaflet drop to nearby properties.
- 5.4 In addition to the above, the applicant also held meetings with local stakeholder groups.

Written Responses received from Local Residents and Organisations

- 5.5 Three letters of objection were received to the proposal from the occupiers of 22, 26 and 28 Amersham Vale. The objections were made on the following grounds:
- An increase in parking and congestion
 - Low levels of affordable housing
 - The scale, mass is too much, and elements of the design are awkward.

- 5.6 A further comment was received from Flat 303, 12 Hales Street in Deptford enquiring about the characteristics of the application generally.

Written Responses received from Statutory Agencies

Network Rail

- 5.7 No objections were raised to the proposals, but advice was provided regarding who to contact should cranes or other large machinery which may impact the railway line, be required during the construction process.

Environment Agency

- 5.8 No objection subject, but recommends the provision of a Flood Evacuation Plan to be submitted and approved, prior to occupation.

Lewisham Design Review Panel (DRP)

- 5.9 The application proposals were submitted to the DRP on two occasions; August 2013 and again in February 2015. The final comments from the Panel are summarised as follows:
- The Panel continue to support the principle of the redevelopment of the site
 - The five storey scale facing the park was acceptable
 - Concerns were raised regarding a lack of definition between the public and private realm as well as the presence of single aspect outlooks for the units facing the new park
 - Strong concerns were raised to the height of the proposed blocks along Amersham Grove
 - Concerns were raised regarding the self-overshadowing of the proposed blocks
 - The panel considered that the rear entrance to the park blocks should be revised to be more attractive to users and to comprise characteristics which would promote natural surveillance.
 - Concluded that fundamental work was needed with regard to the proposed massing, the relationship of the proposed buildings and the new park.

Strategic Housing

5.10 The proposed redevelopment of the application site is part of a wider regeneration scheme involving Tidemill School and has been negotiated for approximately 10 years. The adjacent new park also forms part of the overall programme of regeneration.

5.11 No objections are raised to the proposals on the grounds that the level of affordable housing being delivered is the most the scheme can viably afford.

Ecology Manager

5.12 After the submission of the revisions, no objections were raised to the proposals.

Highways and Transportation

5.13 No objection.

Environmental Health

5.14 After the submission of the revisions, no objections were raised to the proposals.

6.0 Policy Context

Introduction

6.1 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)

6.2 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, the Development Management Local Plan, the Site Allocations Local Plan and the Lewisham Town Centre Local Plan, and the London Plan. The NPPF does not change the legal status of the development plan.

National Planning Policy Framework

- 6.3 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)'.
- 6.4 Officers have reviewed the Core Strategy 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

- 6.5 On 6 March 2014, DCLG launched the National Planning Practice Guidance (NPPG) resource. This replaced a number of planning practice guidance documents.
- 6.6 Technical housing standards – nationally described space standard (March 2015) is the nationally prescribed minimum standards for new residential development.

London Plan 2016 (consolidated with alterations since 2011)

- 6.7 The policies relevant to this application are:

Policy 2.14 Areas for regeneration
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 3.6 Children and young people's play and informal recreation facilities
Policy 3.7 Large residential developments
Policy 3.8 Housing choice
Policy 3.9 Mixed and balanced communities
Policy 3.10 Definition of affordable housing
Policy 3.11 Affordable housing targets
Policy 3.13 Affordable housing thresholds
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 5.12 Flood risk management

Policy 5.13 Sustainable drainage
Policy 5.15 Water use and supplies
Policy 5.17 Waste capacity
Policy 5.18 Construction, excavation and demolition waste
Policy 6.1 Strategic approach
Policy 6.3 Assessing effects of development on transport capacity
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.13 Parking
Policy 7.1 Lifetime neighbourhoods
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 7.8 Heritage assets and archaeology
Policy 7.13 Safety, security and resilience to emergency
Policy 7.14 Improving air quality
Policy 7.18 Protecting open space and addressing deficiency
Policy 8.2 Planning obligations
Policy 8.3 Community infrastructure levy
Policy 8.4 Monitoring and review for London

London Plan Supplementary Planning Guidance (SPG)

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

The control of dust and emissions during construction and demolition (2014)
Housing (2016)
Character and Context (2014)
Sustainable Design and Construction (2014)
Shaping Neighbourhoods: Play and Informal Recreation (2012)

Core Strategy

6.9 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 Development Management Local Plan and the London 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 7 Climate change and adapting to the effects
Core Strategy Policy 8 Sustainable design and construction and energy efficiency
Core Strategy Policy 9 Improving local air quality
Core Strategy Policy 10 Managing and reducing the risk of flooding
Core Strategy Policy 12 Open space and environmental assets
Core Strategy Policy 15 High quality design for Lewisham

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

Core Strategy Policy 21 Planning obligations

Development Management Local Plan

6.10 The Development Management Local Plan was adopted by the Council at its meeting on 26 November 2014. The Development Management Local Plan, together with the Site Allocations, the Lewisham Town Centre Local Plan, the Core Strategy and the London Plan is the borough's statutory development plan. The following lists the relevant strategic objectives, spatial policies and cross cutting policies from the Development Management Local Plan as they relate to this application:

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

DM Policy 1	Presumption in favour of sustainable development
DM Policy 7	Affordable rented housing
DM Policy 16	Conservation areas, heritage assets and the historic environment
DM Policy 22	Sustainable design and construction
DM Policy 23	Air quality
DM Policy 24	Biodiversity, living roofs and artificial playing pitches
DM Policy 25	Landscaping and trees
DM Policy 27	Lighting
DM Policy 29	Car parking
DM Policy 30	Urban design and local character
DM Policy 32	Housing design, layout and space standards
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

Site Allocations Local Plan

6.12 The Site Allocations local plan was adopted by the Council at its meeting on 26 June 2013. The Site Allocations, together with the Core Strategy, the Lewisham Town Centre Local Plan, the Development Management Local Plan and the London Plan is the borough's statutory development plan.

6.13 The following lists the relevant Site Allocations in the local plan as they relate to this application.

SA3	Giffin Street Redevelopment Area, Deptford, SE8 4RJ
SA17	Deptford Green School, Edward Street/Amersham Vale, SE8

Residential Standards Supplementary Planning Document (August 2006)

6.14 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.

Planning Obligations Supplementary Planning Document (January 2015)

- 6.15 This document sets out guidance and standards relating to the provision of affordable housing within the Borough and provides detailed guidance on the likely type and quantum of financial obligations necessary to mitigate the impacts of different types of development.

Evidence Base

Lewisham's Play Space Strategy 2012-2017
Lewisham Leisure and Open Space Strategy 2010

7.0 Planning Considerations

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

- a) Principle of development
- b) Layout, scale & mass and design
- c) Housing - mix, tenure and standard of accommodation
- d) Neighbour amenity
- e) Noise
- f) Sustainability
- g) Highways and traffic
- h) Flood risk
- i) Archaeology

Principle of development

- 7.2 The National Planning Policy Framework (NPPF) states in Paragraph 14 that there is a presumption in favour of sustainable development and that proposals should be approved without delay so long as they accord with the development plan.
- 7.3 London Plan Policy 1.1 Delivering the Strategic Vision and Objectives for London states that growth in London will be supported so long as it does not have an unacceptable impact upon the environment. Policy 2.9 Inner London states that boroughs should ensure that developments utilise the potential of inner London by improving its "*distinct environment, neighbourhoods and public realm, supporting and sustaining existing and new communities, addressing its unique concentrations of deprivation, ensuring the availability of appropriate workspaces for the area's changing economy and improving quality of life and health for those living, working, studying or visiting there*".
- 7.4 The application site forms part of the allocated site SA17: Deptford Green School, Edward Street/Amersham Vale in Lewisham's Site Allocation SPD. SA17 should deliver 39% of the site as public open space and 61% of the site for housing.
- 7.5 The park has already been delivered and is now known as Charlottenburg Park. The current planning application proposes to deliver housing over 61% of the old

school site. The proposed housing on the application site is therefore in line with the ambitions and objectives of the site allocation and is therefore acceptable in principle.

Layout, scale & mass and design

- 7.6 The London Plan places great importance on design and local character. Policy 7.4 (Local Character), states that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. Policy 7.6 (Architecture), reinforces the emphasis on good design and provides that architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.
- 7.7 In accordance with national and regional policy, the Core Strategy and Development Management Local Plan also set out policies to ensure design is a fundamental consideration in all planning decisions. Core Strategy Policy 15 (High quality design for Lewisham) states that for all development, the Council will 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. Development Management Local Plan Policy 30 (Urban design and local character) adds more detail and states that as well as requiring all development proposals to attain a high standard of design, planning applications should demonstrate how the development achieves a site specific design response.
- 7.8 The proposal has gone through an extensive pre-application process which included several design workshops and review by Design Review Panel to embed quality in the scheme and to ensure that its delivered. Upon its last review, the DRP still remained concerned over the scale of the southern edge of the site and the treatment to the rear of the blocks fronting the park.
- 7.9 In response to issue raised by the DRP, officers are satisfied that the Applicant's Design Team have addressed concerns through the reduction in scale to 4 storeys in the southern corner, the provision of the infill houses along Amersham Vale and the location of the access cores and increase in width of the paths behind the park blocks to ensure that those areas remain actively used and open.

Layout

- 7.10 The scheme would be laid out in two 'U' shapes; a larger U to the north and a smaller U to the south. This would result in a new, central Mews road and frontages onto Edward Street, Amersham Vale and Amersham Grove and a frontage onto the park.
- 7.11 The proposed layout means that each block has an active frontage on external elevations and has therefore avoided any 'back of house' or unattractive/functional elevations or facades. The arrangement means that there are dwellings facing Amersham Vale, Grove Street and Edward Street as well as the park, which also increases the number of 'eyes on the street'.

- 7.12 To ensure that the Amersham Vale frontage does not comprise of vast expanses of blank flank and boundary walls, smaller infill dwellings have been introduced into the frontage, which provide interest and activity.
- 7.13 The positioning of the blocks creates junctions at Amersham Grove/Amersham Vale and Edward Street/Amersham Vale which replicates the existing street pattern. Officers are satisfied that the proposed layout sits acceptably within the existing streets and creates an appropriate arrangement of buildings in the context of the park and surrounding urban grain.

Access

- 7.14 Page 41 of the Design and Access Statement confirms that public access would be allowed through the site, with an entrance into the mews to and from the park and from Amersham Vale, and along the park frontage. Controlled access would be behind the blocks fronting the park and to the side of the mews terraces.
- 7.15 In order to ensure that the site remains safe for its occupiers, yet permeable to remain accessible for all, and not to result in a 'gated community' officers consider that the access through the site for the public should be secured and retained in perpetuity. This can be secured in the S.106.

Scale and mass



- 7.16 The development would consist of 1-5 storey blocks; generally, the taller mass fronts onto the new park and the lower masses front Edward Street and Amersham Vale. A 'pop up' 4th floor (5th storey) would face the Amersham Vale/Edward Street junction, and smaller, part single/part two storey dwellings would front Amersham Vale.
- 7.17 In the main, the 5 storey elements within the scheme are supported by both officers and the DRP. In order to create a balance between the built form and the open space of the park, two 5 storey blocks which directly address the park is

considered to be the optimum scale. These buildings are also far away enough from the surrounding buildings as not to overwhelm or appear significantly larger than other buildings in the vicinity.

- 7.18 The four storey block along Edward Street echoes the height of the existing buildings further north east along the street. Officers consider that the scale of this block is appropriate for this section of Edward Street, resulting in a coherent and legible street scene.
- 7.19 The northernmost corner of the scheme would also be 5 storeys in height which would serve as a landmark building on the Amersham Vale/Edward Street junction. The existing properties on Edward Street to the north east are up to four storeys with a pitched roof so a 5 storey corner building sits appropriately at the junction. It would also provide a building of note and interest and draw the eye away from less attractive elements such as the prominent 3 storey stairwell on the opposite side of the junction, serving the existing block of flats. A 5 storey building here is therefore considered to provide a more interesting and attractive focal point for the junction location which would improve the visual appearance of the area generally.
- 7.20 The single and two storey dwellings along Amersham Vale are considered appropriate in terms of their scale and massing. Testing showed that if these buildings were taller they would have caused overshadowing to the properties within the centre of the application site, and those fronting Edward Street. The buildings, although low rise successfully provide visual interest to the elevation and introduce activity onto the street.
- 7.21 The four storey block on the southern corner of the site, fronting Amersham Grove, would be opposite allotments (which are on the other side of the road). Given there are no buildings on two sides of this junction a 4 storey building here would be a notable addition, however, officers consider that the block defines the junction and repairs the urban grain. Additionally, the height of this element of the scheme has stepped down from the 5 storeys fronting the park, addressing the residential street to four fronting 44 and 46 Amersham Grove.
- 7.22 The DRP did raise concern over the height of the building on the southern edge of the site which has now been reduced in scale, to four storeys in height. Officers consider that the reduction in scale satisfactorily addresses the concerns of the DRP.
- 7.23 Officers accept that height of the proposed buildings would be significantly higher than the previous buildings on site and the scale of the proposals has raised objections from neighbours. However, whilst elements are taller than the tallest surrounding buildings, officers consider that the scale of the development is appropriate and the changes in height within the development reflect the immediate context. The scheme is considered to have developed into one that is of high quality which would complement the immediate environs and create a presence and back drop to the park.

Design

- 7.24 It is considered that through extensive design discussions, a high level of architectural quality has been achieved for the proposal.

- 7.25 The design attempts a modern interpretation of the house types in the surrounding streets. The proposed scheme would provide a simple architectural language through a robust and contemporary pallet of materials and built form. The applicants have designed the scheme in three building groups (1. Western blocks fronting the new park, 2. Northern terrace, 3. Central mews terraces and eastern infills) by using a simple and clean design details and a simplified palette of bricks and glass. Each building group shares a common design language through the use of brick and simple arrangement to the elevations, although each building group is expressed through architecture in order to provide a distinction between the groups.
- 7.26 The park blocks would comprise a simple brick frame divided by an irregular pattern of balcony alignments, suspended by a recessed ground floor level, framing ground floor terraces. Overall, the pair of blocks would appear to be symmetrical when viewed from the new park. A buff brick is proposed on the flanks of the buildings, but the frames/fenestration would be fibre cement cladding, with bronze coloured metalwork framing the windows, doors and balconies. Officers consider that these blocks would create an appropriate frame and backdrop to the new park.
- 7.27 The Edward Street terrace would take the appearance of a row of three storey town houses with front gardens, separated by recesses and rainwater pipes, with a fourth floor set back. However, this block would actually comprise flats and maisonettes, with communal access cores highlighted by the omission of a front boundary wall. Officers consider this building typology to be appropriate for Edward Street, complementing the adjacent town houses within Kerry Road and Trim Street north east of the site.
- 7.28 The mews houses within the site, and those fronting Amersham Vale would be a smaller (three storey) version of the houses on Edward Street, which officers consider to be visually acceptable within the group of buildings.
- 7.29 It is proposed that the scheme would be constructed in brick although throughout the scheme, different expressions and colours of the same brick, applied in different ways is proposed, which would provide interest and punctuate the expanses of façade. This design feature would also form an integral visual contribution to the overall appearance of the proposed new buildings.
- 7.30 With regard to the proposed fenestration, the application drawings confirm 0.5-1 brick deep reveals, large single glazing units, thin glazing bars and tidy junction joining which would complete and present a refined, high quality finish to the built form.
- 7.31 Pages 72-74 of the Design and Access statement gives examples the brick types and how they would be applied, as well as the balcony designs and the cladding materials. The drawings and material suggestions in the Design and Access statement provide a clear indication of the high quality expected from the development. When delivered, the proposed development should result in a simple, contemporary scheme which would positively add to the appearance of the locality.
- 7.32 Further, the design of the differing blocks would not distinguish between the tenure types, and therefore would result in the development being tenure blind.

7.33 The proposed materials palette and level of detail provided is intrinsically linked to the acceptability of the proposal. Should the detail and use of materials as depicted in the examples provided in the Design and Access Statement and on the drawings not be applied, the proposal could look completely different and may be unacceptable. In light of this, officers requested that the viability statement submitted with the planning application incorporated costings for the construction of a development with a benchmark of quality as envisaged in the application documents to ensure that the scheme could be delivered as designed.

7.34 Overall, officers are satisfied with the proposed layout, scale and mass and design of the proposals.

Housing - mix, tenure and standard of accommodation

7.35 Development Management Policy 32 is consistent with the NPPF which states that developments should result in 'high quality design and a good standard of amenity for all existing and future occupants of land and buildings' (paragraph 17) the Core planning principles (paragraph 11) and Section 7, Requiring good design.

Density

7.36 Policy 3.4 of the London Plan 2016 (consolidated with alterations since 2011) seeks to ensure that development proposals achieve the maximum intensity of use compatible with local context. Table 3.2 (Sustainable residential quality) identifies appropriate residential density ranges related to a site's setting (assessed in terms of its location, existing building form and massing) and Public Transport Accessibility Level (PTAL).

7.37 The site has a PTAL of 5-6a which means that the site has excellent accessibility to public transport connections. Based on the criteria supporting Table 3.2, the site would fall within the urban setting density ranges set out in the London Plan.

7.38 Urban settings are "*areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes*". The density range for an 'Urban Setting' with a high PTAL of 4-6 is 70-260 dwellings per hectare (200-700 hr/ha). At 188 (rounded up) dwellings per hectare (631 habitable rooms/ha) the proposed density falls within the guidelines set by the London Plan and is considered acceptable given the site's high PTAL, and the appropriateness of the proposed layout, scale and design.

7.39 Notwithstanding the density falling within the acceptable limits, the acceptability of the density is co-dependent upon the quality of the proposed residential environment which, as explained in earlier paragraphs would be of a very high quality in terms of the layout, scale and design of the buildings and surrounding spaces. The individual residential units should also have satisfactory internal space standards and private amenity space.

Housing Mix

7.40 Core Strategy Policy 1 (Housing provision, mix and affordability) requires an appropriate mix of dwellings to be provided within a development, and that

schemes over 10 dwellings should provide family housing, which is defined as units with 3 or more bedrooms. CS Policy 1 also seeks to provide the maximum provision of affordable housing with a starting point for negotiation on individual sites of 50% which will be subject to viability. The affordable housing component of a scheme should include 70% as social rented and 30% as intermediate housing. Furthermore, 42% of affordable housing should be as family dwellings with 3+ bedrooms. Affordable housing would be secured within a S106 agreement.

7.41 The proposed development would provide 120 residential units, including 14 affordable rent and 5 shared ownership units on site, 19 in total. The unit sizes and tenures of the proposed development are summarised in the table below.

Table [1]: Residential Tenure and Size Mix*

	1 Bed	2 Bed	3 Bed	4 Bed +	Total
Private	29	48	22 (6)	2	101
Affordable Rent	1	1	8 (2)	4 (4)	14
Shared Ownership	1	4			5
Total	31	53	30 (8)	6 (4)	120 (12)

*Wheelchair accessible units shown in ()

7.42 The proposed dwelling mix includes 6 x 4 bedroom, 30 x 3 bedroom, 53 x 2 bedroom and 31 x 1 bedroom dwellings, which equates to an overall provision of 30% family accommodation across the site, or 63% by habitable rooms which is far in excess of the policy requirement of 42%. This provision of larger, dwellings which would meet the needs of families, is supported by officers.

7.43 Generally, the 2 bed units would front onto the park to the west, the three bed units would be located in the centre of the site and the south and the larger 4 bed, 6 person units would front onto Edward Street and Amersham Vale. The theme is that the larger units mainly have direct access from the street or within the internal mews, making access to them easier. Officers support both the proposed dwelling mix and the location of the units.

7.44 Based on the tenure mix, the development would comprise 15.8% affordable units of which 4.2% would be for shared ownership and 11.6% would be for affordable rent. Of the shared ownership units, intermediate ownership income thresholds would be set at £36,795 for 1 beds and £42,663 for 2 beds for the initial 6 months of marketing. Officers are satisfied that if occupiers are not secured within this period, the units can then be offered at London Plan Income Thresholds.

7.45 The applicant has also committed to seek to secure grant funding towards this scheme (together with the Tidemill site) to achieve a higher level of affordable housing. This could take the level of affordable on this site to 32.5%. This is proposed to be secured via the Section 106.

7.46 The remaining 84.2% of units would be for private sale which is a 84/16 split (rounded up). Whilst CS Policy 1 refers to a tenure split of 70/30 between affordable rented units and intermediate/ shared ownership, tenure mix is considered on a case by case basis.

7.47 The plan below is from page 30 of the Design and Access statement and shows where the affordable units would be located; the affordable rent units would be grouped together fronting Edward Street, while the shared ownership units would be located in the block fronting the park. The affordable rent units are the larger units, which are also grouped together to facilitate their management by the registered provider, in this case, Family Mosaic. Officers support the dwelling size and location of the proposed affordable units although the quantum of units is derived from the viability assessment and is the maximum number that the development can support.



7.48 The level of affordable housing proposed falls short of the 50% target in Core Strategy Policy 1. As already noted, the 50% figure is a starting point for negotiations and is subject to viability. In line with guidance set out in the Council's Planning Obligations SPD the applicant has prepared a financial viability assessment. Specialist viability consultants, Urban Delivery, were appointed by the Council to advise on viability issues and have undertaken a review of the scheme and assessed the level of affordable housing that can be provided. A copy of Urban Delivery's report is appended to this report and further consideration of financial viability and deliverability is set out later on in this report.

7.49 In summary, the advice is that the application provides the maximum amount of affordable housing that can be achieved based on viability analysis. As it will be built out over 2 years there is the potential for values to increase during construction to a level that could support additional affordable housing. In these cases the Council has sought the inclusion of a financial review mechanism as part of the s.106 agreement to secure additional affordable housing should viability permit.

7.50 A further review mechanism is required in order to secure the uplift of affordable housing which can be delivered if grant funding is available. In order that the applicant delivers as much affordable housing as possible, the obligation in the

S.106 would require that the applicant uses reasonable endeavours to obtain the grant funding.

- 7.51 Officers consider that in this case a balance has been struck between the affordable housing size and tenure mix, and scheme viability. For the reasons set out above it is considered that the proposals are acceptable.

Standard of accommodation

- 7.52 In March 2015 the Government published Technical Housing Standards- nationally described space standard, to rationalise the varying space standards used by local authorities.
- 7.53 London Plan Policy 3.5 and Table 3.3 set out minimum space standards which all proposed dwellings are expected to meet or exceed. Development Management Policy DM32 and Core Strategy Policy 15 also seek to protect and improve the character and amenities of residential areas in the Borough.
- 7.54 The Council's Adopted Residential Standards SPD (updated 2012) also sets out some criteria for new residential units, although this document is now largely superseded.
- 7.55 All of the proposed units within the scheme achieve or exceed the required minimum standards set out within the Technical Standards.
- 7.56 The majority of the units (88%) would be dual aspect, including all of the family sized units and none of the units would be single aspect north facing. Each dwelling additionally would have its own amenity space in the form of a rear garden, terrace or a balcony.

Sunlight, daylight and overshadowing

- 7.57 The Daylight, Sunlight and Overshadowing report submitted with the application used assessment methods in accordance with the BRE Site Layout Planning for Daylight and Sunlight 2011 guidance (Site layout planning for daylight and sunlight: a guide to good practice).
- 7.58 In respect of overshadowing, the report states that out of the 27 individual amenity spaces proposed and assessed, 15 would fully comply with the target values outlined in the BRE guidelines. Overall, just over 50% of the amenity areas assessed would receive at least 2 hours of direct sunlight. This does mean however, that just under 50% of new dwellings would not receive the required 2 hour minimum of sunlight per day, with 4 of the new units not receiving any direct sunlight at all.
- 7.59 The BRE guidelines are to be applied flexibly, especially in urban environments; all built development will have an impact to existing and proposed dwellings, especially those of higher densities. Further, the guidelines require the assessments to be carried out in March (spring) and that the times of consideration should be between 11am and 4pm only. The results therefore are the worst case scenarios. In the summer months, the sun is much higher up in the sky, and therefore those units which fail in March would most probably achieve the required amounts of sunlight in June. Further, the proposed development abuts a new park which would receive generous amounts of sunlight

from noon onwards and would serve as an alternative and accessible addition to the outside space being provided by the scheme.

- 7.60 In light of the above, officers are satisfied that the levels of overshadowing would not significantly compromise the standards of accommodation for future occupiers.
- 7.61 The report also confirms that one habitable window at the southern end of the development would not achieve the required levels of daylight, which is a kitchen/dining room. This failure is as a result of the proposed scale and position of this window which would face north.
- 7.62 Whilst it is regrettable that this window would not achieve the required levels of daylight, officers are satisfied that on balance, the layout and scale of the proposed building is the optimum for the site, and the failure of only 1 habitable room window is an acceptable compromise.

Wheelchair units

- 7.63 London Plan Housing SPG Standard 11 requires 90 per cent of new build housing in each new development to meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings' with the remaining 10 per cent meeting M4(3)(2)(b), 'wheelchair user dwellings'.
- 7.64 Twelve wheelchair units are proposed within the scheme, of which 2 would be fitted out for allocation by the Council and the remaining 10 adaptable for wheelchair users; all would be built to Building Regulations standard M4(3)(2)(b).
- 7.65 As the overall development proposes 120 dwellings, 12 (10%) of those dwellings would be wheelchair accessible or easily adapted for those using a wheelchair in accordance with Point 7 of Core Strategy Policy 1 and point (d) of London Plan policy 3.8 Housing Choice. The proposed provision of wheelchair accommodation is therefore acceptable and 10 should be secured via a condition, and the 2 to be nominated by the Council should be secured in the S.106 in order with regard to their fit out and allocation.

Outside space/Playspace

- 7.66 The Housing SPG Standards 26 and 27 requires all new dwellings to be provided with a minimum of 5m² of private amenity space, with an additional 1m² for each additional occupant. The minimum width of should be 1.5m. All private amenity spaces would achieve the minimum floor areas and dimension.
- 7.67 London Plan Policy 3.6 and Core Strategy Policy 12 require that residential and mixed use developments make provision for children's play and informal recreation space. The London Plan states that the amount of provision should be proportionally based on the number of children expected to occupy the development and an assessment of future needs. Similarly, the SPG Shaping Neighbourhoods: Play and Informal Recreation provides a minimum benchmark of 10m² of play and recreation space for every child.
- 7.68 Accompanying the SPG is a calculator, which shows that the proposals would generate a requirement for 478.3m² of playspace.

- 7.69 The design and access statement offers up the new park as the playspace provision for the application proposal.
- 7.70 The Lewisham Leisure and Open Space Study (2010) details the existing ratio of children's play space to the child population in the borough. Currently there is 1.51m² of play space per child in Lewisham which is 8.49m² less per child than the Mayor of London recommends. Playspace should be provided alongside new development and not through financial contributions. Objective 3.2 in Lewisham's Open Space Strategy 2012-2017 is to increase the provision and quality of children's play space, and to provide playspace which is accessible to children with disabilities.
- 7.71 Whilst no child playspace is being provided within the development, it is being provided by the wider site SA17 allocation. The park which abuts the site on the south western corner is 5,000m² and contains a variety of different areas – grassed, paved and densely planted with shrubs. There is also a diamond-shaped informal games area and an equipped playground. Officers are satisfied that the adjacent park would adequately address the child playspace requirements for the new occupiers of the application scheme.

Neighbour amenity

- 7.72 Development Management Policy 32 is consistent with the NPPF which states that developments should result in 'high quality design and a good standard of amenity for all existing and future occupants of land and buildings' (paragraph 17) the Core planning principles (paragraph 11) and Section 7, Requiring good design. Policy 32 requires new schemes to be neighbourly meaning that the provision of new dwellings should not significantly compromise the amenities of existing nearby occupiers.
- 7.73 The scale, layout and mass of the proposed blocks has been designed to minimise as far as practicable, any detriment to the amenities of neighbours through a loss of sunlight, daylight and sense of enclosure.
- 7.74 The application site is bounded by Edward Street, Amersham Vale and Amersham Grove. The existing properties which officers consider would be most impacted by the proposed development are located to the south of the site, being 44 and 46 Amersham Grove.

Amersham Grove

- 7.75 Amersham Grove comprises two storey, terraced dwellings which are located to the south and west of the site. 44 and 46 Amersham Grove would be closest to the development at a minimum distance of 17m. There are no policy requirements for distances between dwellings facing each other, but officers consider that this distance, would not result in a sense of enclosure from the proposed buildings. As these properties are situated south of the proposal means that the proposed development would not overshadow any of these properties.
- 7.76 The Daylight, sunlight and overshadowing assessment (hereinafter referred to as Daylight and sunlight report) concludes that the front (north) facing windows within the two storey terraced houses being 44 and 46 Amersham Grove (sometimes erroneously referred to as Amersham Vale in the report) would see less sky than they were able to when the school buildings were on the site as a result of the

proposed development when assessed against the No Sky Line (NSL)/Daylight distribution method of assessment. This measurement is helpful in understanding how much light (from the sky, not sun) would penetrate into those rooms, and also provides an indication regarding the level of outlook from those windows as well as any sense of enclosure.

- 7.77 Of all the surrounding properties within the immediate vicinity of the application site, these two properties are the only ones which would see levels below the BRE recommendations. However, when the school buildings were present, whilst more sky could be seen from the north facing windows of 44 and 46 Amersham Grove, windows, the outlook was onto the backs of poorly designed buildings. Further, officers consider that the appearance of the proposed buildings, and the openness of the new park, satisfactorily mitigates the impact of the development to 44 and 46 Amersham Grove.
- 7.78 Given that other properties within Amersham Grove would be further away, the impact upon them would be less and considered also to be at an acceptable level.

Trim Street and Kerry Road

- 7.79 Properties on Trim Street would be located a minimum 21m directly north of the proposed 5 storey element of the scheme at the junction of Edward Street and Amersham Vale. Tables 2, 3 and 4 within the Daylight and sunlight report confirms that 18 Trim and 3 Kerry Road would result in a less than 20% difference with regard to access to daylight and sunlight throughout the day.
- 7.80 Both properties are located on the other side of the road to the development and are in excess of the minimum distance requirements (9m adjacent to an existing flank, and 21m opposite a rear elevation) as set out in Lewisham's Residential Standards SPD. Although the development would be highly visible from the windows of these properties, the impact is considered not to be significant.

66-71 and 114-116 Amersham Vale

- 7.81 66-71 Amersham Grove would be 17m away from the proposed 5 storey block, and would not be overshadowed until the late evenings. The sunlight and daylight study found no adverse impact (i.e. overshadowing would be of an acceptable level) from the proposals and with regard to views of the sky, from this block, the western relationship means that current outlook north and south would not be affected.
- 7.82 114-116 Amersham Vale is a residential block with direct outlook west, onto the application site. This block would overlook the three storey high, infill and mews houses with the scheme. The sunlight report confirms that 114-116 Amersham Vale would continue to have the required levels of access to sunlight, daylight and views of the sky. Officers are satisfied that these buildings would retain an acceptable level of outlook.
- 7.83 With regard to the other buildings surrounding the proposed development, the document concludes that they would all achieve adequate levels of sunlight, daylight and views of the sky and any overshadowing caused by the development would be of an acceptable level, also within the BRE guidelines.

Noise

- 7.84 DM Policy 32 Housing design, layout and space standards requires new schemes to be located in areas which minimise disturbance from adjacent uses.
- 7.85 The application site is located within a predominantly residential area. There are no noise generating uses, save the railway line to the west but which is in excess of 80m away from the proposed development. The Noise Impact Assessment (noise assessment) submitted with the application documents advises that the ambient noise levels surrounding the site is that of vehicular traffic, which is low.
- 7.86 The noise assessment considers the existing noise levels surrounding the site. It concludes that with the insulation properties of the fabric of the proposed buildings, together with glazing which includes trickle vents, the proposed development should be able to achieve the Council's requirements with regard to external noise from the area and this would be mitigated.
- 7.87 However, as a CHP is proposed, noise protection for future occupiers of the development would be required which should be secured by condition. Subject to this, officers raise no objections to the proposals on the grounds of noise.

Sustainability

- 7.88 Point 3 of Core Strategy Policy 8 Sustainable design and construction and energy efficiency requires all new residential development to achieve a minimum of Level 4, Code for Sustainable Homes, while point 2 requires all major developments to adhere to the London Plan energy policy, but to also (c) connect to an existing or approved decentralised energy network, safeguard potential network routes, and make provision to allow future connection to a network or contribute to its development.
- 7.89 Following a review of technical housing standards in March 2015, the government has withdrawn the Code for Sustainable Homes, though residential development is still expected to meet code level in regard to energy performance and water efficiency.
- 7.90 The application was submitted with a sustainability statement which confirmed that the proposed new buildings would have 50% better insulation than required by Building Regulations requirements, would have a Combined Heat and Power which would create 80% less emissions while renewable energy measures proposed for the scheme would include Photovoltaic Panels which would achieve a CO2 reduction, equivalent to less than 35% saving in carbon dioxide emissions. The proposed strategy is acceptable. A condition will ensure that the sustainability statement is implemented and the 35% savings is achieved.
- 7.91 The nearest district heating system is the South East London Combined Heat and Power (SELCHP) plant which is over 700m away in New Cross. Officers consider it unreasonable to request that such a relatively small scheme connects to the network as it would most likely render the proposed development unviable. However in order to connect to a network should a new one be built closer, or connections to the existing become available, then space within the proposed development should be reserved for an energy centre for heat exchangers. Pipe work should also be designed in order to aid future connection. Officers are satisfied with this approach which is to be secured by condition.

Sustainable Urban Drainage Systems (SUDS)

7.92 The proposed soft landscaping and living roof would improve the current drainage of the site. The Design and Access Statement and Roof Landscape Approach (living roof strategy) provides detailed information regarding the permeable materials to be use on the site and makes reference to such spaces such as private garden spaces which would encourage rainwater to be retained within the site which is acceptable.

Living roofs and landscaping

7.93 London Plan policy 5.10 Urban Greening states that new developments should integrate forms of urban greening into proposals, such as soft landscaping. Development Management Local Plan Policy 25 Landscaping and trees requires developments to submit a landscaping scheme. Development Management Local Plan Policy 24 states that the Council will require all new development to take full account of biodiversity during the design of proposals. Policy 25 requires a landscaping strategy to be submitted with major applications.

7.94 London Plan Policy 5.11 requires all major development to include green roofs where feasible. Core Strategy Policy 7 requires developments to be in accordance with the London Plan requirements with regard to green roofs.

7.95 Living roofs are proposed for all of the buildings and are considered by the Council's Ecology Manager to be acceptable. Officers are satisfied that the details submitted afford the living roofs the best opportunity of longevity and therefore are acceptable.

7.96 The proposed landscaping strategy incorporates the living roofs, but also the private gardens of the ground floor units. The proposed hard surface for the mews road running through the site and terraces would not be permeable; pavers for the mews road and flag paving for the terraces. While the mews road and terraces would not comprise permeable materials, these materials would be robust, non-slip and would maintain their appearance over time. Given that these areas form a relatively low percentage of the overall surface area of the application site, officers consider the overall landscaping strategy to be acceptable.

7.97 The front gardens fronting onto the park would be separated from the park by landscaping delineating the private from the public realm. The landscaping would be in the form of a linear green strip running parallel to the park block. However, as this linear strip is outside of the red line of the application site, but forms an integral part of the landscaping strategy in this area, it should be secured within the S.106.

7.98 Front gardens are also proposed for the ground floor units which would face the street or the new mews road within the site. All would be enclosed by low walls with railings, with planting behind. A row of trees is also proposed within the mews road.

7.99 Subject to conditions ensuring the implementation and management, officers consider that the proposed landscaping strategy can successfully soften the transition between buildings and their surrounding spaces and is therefore acceptable.

- 7.100 The Ecology assessment submitted with the application documents reported that the site had minimal ecological and biodiverse value if any. The development therefore is likely to add a greater level of biodiversity than exists at present, through the provision living roofs and soft landscaping. However, Officers consider it necessary to request bat and bird boxes and other such initiatives for stag beetles and birds to further encourage habitat to the site. The request should be secured by condition.
- 7.101 Subject to conditions, Officers consider the proposed measures to encourage biodiversity and the landscaping strategy to be acceptable.

Highways and traffic

- 7.102 The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. All developments that could generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, safe and suitable access to the site can be achieved for all people. It should be demonstrated that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 7.103 London Plan and Core Strategy Policies reflect National Guidance, encouraging sustainable transport modes whilst recognising the need for disabled parking facilities. Car parking standards within the London Plan should be used as a basis for assessment. Priority should be given to enhancing pedestrian and cycle routes and promoting use of sustainable transport modes through a Travel Plan. London Plan Policy 6.13 requires the provision of electrical charging points for vehicles in new developments as part of parking provision requirements, but other than that, local policies are more applicable. Core Strategy Policy 14 Sustainable movement and transport states that the Council will take a restrained approach to parking provision. Development Management Policy 29 states that car limited major developments will only be acceptable with sites in an area with a PTAL in excess of 4. It further also repeats the necessity to provide electrical charging points for vehicles bays, together with wheelchair accessible parking in accordance with best practice.
- 7.104 The application was submitted with a Transport Assessment which advises that the site benefits from good public transport links in that it has a PTAL of 5-6a (excellent access to public transport) and highlights the walking, cycling, public transport and vehicle movement characteristics of the area.
- 7.105 The proposed development would result in 163 additional public transport trips per day and an additional 60 morning peak and 36 evening peak cycle movements would be generated from the proposed development; 456 additional pedestrians and cyclists would be generated from the site on a daily basis.
- 7.106 The document also advises that up to 49 cars would be owned by occupiers of the development but that there is ample on street parking capacity for the uplift.

Car parking

- 7.107 The planning application form states that 12 car parking spaces are proposed, whereas in fact, the proposal is car free as it does not offer any parking spaces within the red line of the application site. The proposed 12 spaces are required for the wheelchair units and would be allocated on the roads around the site. It should be noted here that on-street wheelchair car parking spaces can be used by any blue badge holders, not just those living in the proposed development. However, it is considered that there is sufficient capacity on street to accommodate the 12 spaces and any additional spaces that are required. Provision of the 12 spaces would be secured via the S.106. Given the ease of access to public transport in this location, it is very probable that all wheelchair unit occupants would not own a car.
- 7.108 The remainder of the dwellings within the development would not have any allocated parking either on or off site and cars would therefore be accommodated on the public highway. An objection, including photographs, was received showing the parking congestion on Amersham Grove. The objection was on the grounds that the addition of 120 units, some of which are large family units, with no allocated parking would further exacerbate the existing conditions.
- 7.109 Officers noted during a site visit during the (week) day when commuters using New Cross railway station may have left their cars, Officers noted the congestion on Amersham Grove and Amersham Vale, but also noted that parking spaces were available on Edward Street.
- 7.110 The Transport Assessment (TA) assessed the streets surrounding the application site, and carried out monitoring at 3am (reflecting overnight/occupier parking) and during the afternoon (reflecting commuter parking). The TA concluded that of the twelve areas where proposed occupiers could park, only three of those were at maximum capacity, which did not last throughout the whole day.
- 7.111 To conclude, the TA advises that a minimum of 41 spaces would be available as additional parking while it predicts that 49 cars would be owned by occupiers of the proposed development which would be added to the existing on-street parking levels. Given that the proposed level of parking appears to be more would be available at times around the site, the proposed development would need to mitigate the impact of parking.
- 7.112 Given this development, proposes to engage a car club and to construct easy, safe and secure cycle storage, has access to good cycle networks and public transport, the principle of a car free development is supported.
- 7.113 There are currently no Controlled Parking Zones (CPZs) in the vicinity and therefore, the additional occupiers would park on the immediately surrounding roads.
- 7.114 It is the case that until a CPZ is put in place the level of car ownership and the precise demand for on street parking spaces cannot be confirmed or managed. It is for this reason that the Highway Officer requested a contribution of £30k to fund a parking review and consultation on a the feasibility of a Controlled Parking Zone (CPZ) in the vicinity of the site. This would be sought through a s106 obligation.

- 7.115 London Plan Policy 6.13 requires 20% of all car parking spaces to be fitted with active and passive EVCPs (Electric Vehicle Charging Points), to encourage the use of low and zero emission vehicles. Policy 7.14 Improving air quality in the London Plan, and DM Policy 29 Car parking of the Development Management Local Plan (November 2014) also require the provision of EVCPs. As there would be no parking within the site Officers cannot reasonably request the provision of EVCPs on the site. The TA states that the nearest EVCP is 200m away from the site on Stanley Street which is already within a densely populated area. As such and given the number of units within this development Officers consider that up to 6 EVCPs should be provided on streets surrounding the site, and should be secured as an obligation within the S.106.
- 7.116 To further encourage sustainable modes of movement, officers consider it necessary to secure 3 years free membership for first occupiers to the local car club scheme and to fund two new car club parking spaces within the vicinity of the application site if the car club deems demand, post occupation.
- 7.117 A Travel Plan was submitted with the planning application which encourages the use of sustainable modes of movement by providing information pertaining to public transport links, local car club locations etc. Officers consider that the Travel Plan should be secured by condition to ensure effective implementation and monitoring.
- 7.118 Officers consider that the proposed obligations including the provision of 12 on-street blue badge car parking spaces, up to 6 EVCPs, 3 years car club membership together with the funding of 2 car club spaces in the vicinity (if there is sufficient demand) and the financial contribution towards parking reviews and CPZ implementation, are acceptable forms of mitigation in respect of the highways implications generated by the proposed development.

Cycle Parking

- 7.119 212 cycle spaces are proposed; 1 per 1 bed unit and 2 spaces for all other units and 3 visitor spaces. The spaces would be located in either front gardens/terraces or in a communal space at ground floor. This strategy is policy compliant and is considered to be acceptable.

Refuse

- 7.120 Refuse would be stored in front gardens aligning the peripheral and middle of the site, including those which would front the new park and those fronting the mews road. Refuse collection would take place from the mews road, the park or from the public highway. To ensure that access from the park and mews road is secured prior to occupation, details of the refuse management strategy, and agreement thereof by the Council's refuse team should be secured by a condition. Subject to this, officers raise no objections to the proposed location of the refuse storage.

Air Quality

- 7.121 The Air Quality Assessment submitted with the application concluded that the number of car journeys derived from the new occupiers of the scheme would render the air quality impact from the scheme contrary policy benchmark exceedances.

- 7.122 However, the assessment confirms that with the provision of a more expensive, energy saving CHP, combined with the fabric of the buildings reducing emissions, the proposed development overall, would be air quality neutral.
- 7.123 In addition, as mentioned earlier, the relatively high PTAL rating of the site, the presence of EVCPs close to the site, and the car club membership for first occupiers, would all contribute to further reducing the level of emissions being generated by the proposed development.
- 7.124 Subject to securing the use of the more expensive CHP and the traffic mitigation measures as referred to in earlier paragraphs, officers raise no objections to the proposals on the grounds of air quality.

Flood risk

- 7.125 The application site is within Flood Zones 3 and therefore the application was submitted with a Flood Risk Assessment. The Environment Agency raised no objections to the FRA submitted, subject to a condition regarding the provision of a Flood Evacuation Plan (FEP) to be approved by the Council, prior to occupation.
- 7.126 Subject the condition regarding the FEP, officers are satisfied that the FRA assessment satisfactorily confirms that the proposed development would be reasonably safe from flooding and would not result in flooding elsewhere.

Archaeology

- 7.127 The application site is within an Area of Archaeological Priority, but officers are satisfied that there is a low probability of finding any remains given that the site was previously developed. The Greater London Archaeological Advisory Service also concluded that the proposed development would unlikely affect any historic assets. Officers still consider it prudent to add a condition requesting that a watching brief strategy during works is submitted.

8.0 Deliverability and viability

Deliverability

- 8.1 Paragraph 173 of the NPPF states that the viability and deliverability of development should be considered in decision taking. The document goes on to say that to ensure viability, the cost of requirements should, when taking into account the normal cost of development and mitigation, provide competitive returns to a willing landowner and willing developer to enable the development to be deliverable.
- 8.2 It is materially relevant for the Council to consider the likelihood of a proposed development being carried into effect and the planning consequences should a scheme be unviable and therefore not be delivered in accordance with the approved plans.
- 8.3 Officers consider that the acceptability of this scheme in principle is intrinsically linked with the design and quality that is inherent within it. The acceptability of the scale, massing, height and appearance of the proposal is inseparable from the design quality proposed.

- 8.4 Should future amendments to the scheme result in it being of a lesser quality than is currently proposed, the entire approach may need to be reconsidered, as opposed to just considering alternative detailing. For this reason, the Design and Access Statement explicitly states that the proposed materials would be of the highest quality, while the cost of a higher quality brick, metal and cladding through to the depth of the reveals has been accounted for within the viability statement submitted with the application documents.
- 8.5 The Council engaged an independent viability consultant to review the costs of the development and has confirmed that the funds allocated to build the scheme include the cost of using high quality materials and finishes.
- 8.6 Samples of the materials proposed should be secured by condition in order for officers to be satisfied that the proposed brick, including mortar colour, cladding and brick patterns would be delivering the quality and architecture as envisaged.
- 8.7 It is officers' view that any future reduction in the quality of the materials proposed or the overall development (how it would be constructed and joined together) could necessitate a re-evaluation of the viability of the scheme and its ability to deliver increased affordable housing provision.

Viability

- 8.8 A Financial Viability Assessment prepared by BNP Paribas was submitted at the same time as the planning application which, as indicated above, proposes 15.8% affordable housing by unit number.
- 8.9 The 15.8% affordable housing proposed is the maximum that could be achieved based on the viability of the current scheme without any grant funding. The applicant has however committed to delivering a higher level of affordable subject to grant (which they are obliged to do by their development agreement) and it is proposed that this would be secured via the Section 106.
- 8.10 In order to assess the overall viability of the proposed development and to inform details of the scheme that is to be delivered on the site the Council commissioned Urban Delivery to undertake a development appraisal of the current application proposals.
- 8.11 The Urban Delivery report provides their opinion on the key appraisal inputs such as land purchase costs, construction costs and residential sales values. Commentary is also provided on typical finance rates, marketing costs and other development costs as well as typical rates of return for the developer. A copy of Urban Delivery's report is appended to this report. The principal elements are summarised below.
- 8.12 In terms of development value, a review of sales values achieved in the vicinity of the application site varies between £484 per sq. ft., and £757 per sq. ft. Based on the review, Urban Delivery suggest an average value for market housing of £534 per sq. ft. Whilst it is clear that higher values are being achieved in the Deptford area, given that the average floor area for the two and three bed units is larger than average at around 75sqm and 91sqm, together with the inclusion of larger maisonettes, Urban Delivery advise that a rate of £534 per sq. ft. appropriately reflects the site characteristics.

- 8.13 Affordable housing values have been informed by a review of the local property market and by imposing capped weekly rents at £250 per unit for the two, three and four bed units in line with rental caps imposed by the government. The value per sq m (sq ft) adopted in the relevant appraisals for the affordable rented units is a blended rate for the one, two, three and four bedroom units at £1,507 per sq m (£140 per sq ft).
- 8.14 With regard to shared ownership units, Urban Delivery adopted market values and made an assumption on the initial sale of equity to the purchaser, typically 25%, having regard also to the rental income and the Council's income thresholds.
- 8.15 As the park has already been completed, the true cost of its implementation has been reflected in the cost of the development. In respect of the building costs for the proposed dwellings, a budget Cost Estimate prepared for the scheme has been reviewed by quantity surveyors Trident Building Consultancy. Overall, Trident has indicated that the cost summary is in line with what it would expect for the overall development. Mayoral and Borough CIL have been calculated at £1.2m.
- 8.16 The appraisal also includes reasonable allowances for Professional fees, Marketing and Legal costs, Contingencies and Finance Costs. The appraisal allocates £63,600 for Employment and Training (S.106) contributions.
- 8.17 Having completed their own assessment of viability for the proposed scheme, Urban Delivery advise that, based on the development costs and the Benchmark Land Value, the applicant has offered the maximum number of affordable homes that can be provided at the current time. Furthermore, it would be necessary for private sales values to increase substantially for the scheme to be considered financially viable.
- 8.18 Core Strategy Policy 1 sets a strategic target of 50% affordable housing from all sources and that this is the starting point for negotiations. The policy also notes that the level of affordable housing on sites will be subject to a financial viability assessment and the Council's SPD on planning obligations provides further guidance. In this case however, the residual value of the development (even with affordable housing at 15.8%) is below the benchmark (Alternative Use) value of the development. Accordingly, the level of return does not support additional affordable housing in the scheme, but despite this deficit the Applicant is committed to ensuring the scheme comes forward for development on the basis of 15.8% affordable housing.
- 8.19 The application proposals are to be built in one phase over two years. In these circumstances, Officers consider it appropriate that a review of the viability should be provided for so that if values increase over the period to completion, an additional contribution can be secured to be applied towards affordable housing provision off-site. Given the shortfall in affordable housing provision relative to the levels set out in planning policy, it is appropriate that this is kept under review. To this end, and as is recognised in the Council's Planning Obligations SPD, it is proposed that if permission is granted, the mechanism as referred to above is included in the proposed S.106 agreement to secure additional affordable housing should values increase to a level where this would be financially viable. The precise terms of the review will be negotiated with the Applicant, triggered if works do not commence within 2 years.

- 8.20 The applicant has agreed to the principle of applying a review mechanism, and it is proposed that this is secured through the S.106 agreement.
- 8.21 To ensure that the 32.5% is achieved as required by the development agreement, an obligation would be secured in the S.106 to require the developer to use reasonable endeavours to obtain grant funding in order to provide the 32.5% on site.

Infrastructure

- 8.22 The proposed development will give rise to additional demands on existing social infrastructure such as schools and health services. Funding of the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of the Borough is now secured through Community Infrastructure Levy (CIL) payments. As required by the CIL Regulations 2010 the Council has identified a list of types of the infrastructure that will be funded in whole or in part through CIL. These include state education facilities, public health care facilities, strategic transport enhancements, publicly accessible open space, allotments and biodiversity, strategic flood management infrastructure, publicly owned leisure facilities and local community facilities. Borough CIL payments arising from the proposed development amount to around £0.7m.
- 8.23 In addition, and where they meet the tests set out in the legislation, s.106 contributions may also be sought including site-specific highways and public transport related works needed to make the development acceptable in planning terms. Financial contributions necessary to mitigate the impact of the proposed development and make it acceptable in planning terms would be secured through the s.106 agreement.

Management and Maintenance

- 8.24 The pedestrian routes through the site and open space/communal and residential amenity space would be managed and maintained privately and would be secured via conditions added to the decision notice.

9.0 S106 contributions and CIL

Planning Obligations

- 9.1 The NPPF states that in dealing with planning applications, local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. It further states that where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. The NPPF also sets out that planning obligations should only be secured when they meet the following three tests:

- Necessary to make the development acceptable
- Directly related to the development; and

- Fairly and reasonably related in scale and kind to the development

9.2 Paragraph 122 of the Community Infrastructure Levy Regulations (April 2010) puts the above three tests on a statutory basis, making it illegal to secure a planning obligation unless it meets the three tests.

9.3 In the Planning Statement submitted with the application documents, the applicant has outlined the obligations that they consider are necessary to mitigate the impacts of the development. As a result of statutory consultation, the inclusion of the costs of the materials and finishes proposed and the scrutiny of the Viability statement, the following obligations are deemed necessary to mitigate the impact of the proposed development:

Obligation	Amount	Trigger
Affordable Housing	15.8% provided as per the table below. Intermediate/shared ownership income thresholds set at £36,795 for 1 beds and £42,663 for 2 beds for the initial 6 months of marketing. If not secured within this period, the units can then be offered at London Plan Income Thresholds.	Prior to first occupation

	1 Bed	2 Bed	3 Bed	4 Bed +	Total
Private	29	48	22 (6)	2	101
Affordable Rent	1	1	8 (2)	4 (4)	14
Shared Ownership	1	4			5
Total	31	53	30 (8)	6 (4)	120 (12)

Viability review mechanism	Viability to be reviewed should development not commence within 2 years	
Review mechanism	Reasonable endeavours by the applicant to increase the affordable housing provision to 39 units (32.5%) affordable units, subject to the availability of grant funding.	Details of grant funding secured and proposed mix to be submitted to the Council for approval prior to the commencement of development.
Local Labour Strategy	Local labour to be sourced using an agreed strategy, as	Prior to the commencement of

	defined in the Obligations SPD (2015), to be agreed prior to the commencement of works	works
Employment and Training contribution	£63,600	Prior to the commencement of works
Wheelchair units	2 units to meet Building Regulation requirement M4(3)(2)(b), 'wheelchair user dwellings' which shall be fitted out and allocated by the Council's Housing department	Prior to first occupation
Car club	3 year free membership to be provided to all new households upon first occupation	Prior to first occupation
Parking monitoring/CPZ implementation	£30k to be used towards a parking survey/monitoring and/or implementation of CPZ post occupation, to be paid prior to the first occupation of any unit hereby approved.	Prior to first occupation
Landscaping	The front gardens of the units fronting the park shall be landscaped in accordance with drawing number AV(90)LP001 A and page 56 of the Design and Access Statement and details of future management shall be submitted and approved.	Prior to first occupation
Electric charging Vehicle Points (EVCPs)	The funding for a traffic management order for and the implementation of up to 4 EVCPs to be provided in the vicinity of the application site subject to demand, post occupation.	Funds to be paid prior to first occupation
Public access	To provide public access to pass and re-pass along the mews road to and from Amersham Vale and Charlottenburg Park	Access to be provided upon 50% occupation

Blue Badge parking	The funding for a traffic management order for and the implementation of up to 12 Blue Badge parking spaces to be provided in the vicinity of the application site subject to demand, post occupation.	Funds to be paid prior to first occupation
Covering the Council's costs for monitoring	£3,000 for affordable dwellings and £3,750 for the other matters mentioned above. Total £6,750	On signing the S.106

9.4 Officers consider that the obligations outlined above are appropriate and necessary in order to mitigate the impacts of the development and make the development acceptable in planning terms. Officers are satisfied the proposed obligations meet the three legal tests as set out in the Community Infrastructure Levy Regulations (April 2010).

10.0 Local Finance Considerations

10.1 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).

10.2 The weight to be attached to a local finance consideration remains a matter for the decision maker.

10.3 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.

Community Infrastructure Levy

10.4 The above development is CIL liable and the relevant form was completed and submitted with the application documents.

11.0 Equalities Considerations

11.1 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.

- 11.2 The protected characteristics under the Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 11.3 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.
- 11.4 Officers have had regard to the Equality Act and conclude that there would be no impact upon equality as a result of the proposed development.

12.0 Conclusion

- 12.1 This application has been considered in the light of policies set out in the development plan and other material considerations.
- 12.2 Officers consider that the proposed development is in accordance with planning policies and is therefore considered acceptable.

13.0 RECOMMENDATION (A)

- 13.1 To agree the proposals and authorise the Head of Law to complete a legal agreement under Section 106 of the 1990 Act (and other appropriate powers) to cover the following principal matters:-

Obligation	Amount	Trigger
Affordable Housing	15.8% provided as per the table below. Intermediate/shared ownership income thresholds set at £36,795 for 1 beds and £42,663 for 2 beds for the initial 6 months of marketing. If not secured within this period, the units can then be offered at London Plan Income Thresholds.	Prior to first occupation

	1 Bed	2 Bed	3 Bed	4 Bed +	Total
Private	29	48	22 (6)	2	101
Affordable Rent	1	1	8 (2)	4 (4)	14
Shared Ownership	1	4			5
Total	31	53	30 (8)	6 (4)	120 (12)

Viability review mechanism	Viability to be reviewed should development not commence within 2 years	
Review mechanism	Reasonable endeavours by the applicant to increase the affordable housing provision to 39 units (32.5%) affordable units, subject to the availability of grant funding.	Details of grant funding secured and proposed mix to be submitted to the Council for approval prior to the commencement of development.
Local Labour Strategy	Local labour to be sourced using an agreed strategy, as defined in the Obligations SPD (2015), to be agreed prior to the commencement of works	Prior to the commencement of works
Employment and Training contribution	£63,600	Prior to the commencement of works
Wheelchair units	2 units to meet Building Regulation requirement M4(3)(2)(b), 'wheelchair user dwellings' which shall be fitted out and allocated by the Council's Housing department	Prior to first occupation
Car club	3 year free membership to be provided to all new households upon first occupation	Prior to first occupation
Parking monitoring/CPZ implementation	£30k to be used towards a parking survey/monitoring and/or implementation of CPZ post occupation, to be paid prior to the first occupation of any unit hereby approved.	Prior to first occupation
Landscaping	The front gardens of the units fronting the park shall be landscaped in accordance with drawing number AV(90)LP001 A and page 56 of the Design and Access Statement and details of future management shall be	Prior to first occupation

		submitted and approved.	
Electric charging (EVCPs)	Vehicle Points	The funding for a traffic management order for and the implementation of up to 4 EVCPs to be provided in the vicinity of the application site subject to demand, post occupation.	Funds to be paid prior to first occupation
Public access		To provide public access to pass and re-pass along the mews road to and from Amersham Vale and Charlottenburg Park	Access to be provided upon 50% occupation
Blue Badge parking		The funding for a traffic management order for and the implementation of up to 12 Blue Badge parking spaces to be provided in the vicinity of the application site subject to demand, post occupation.	Funds to be paid prior to first occupation
Covering the Council's costs for monitoring		£3,000 for affordable dwellings and £3,750 for the other matters mentioned above. Total £6,750	On signing the S.106

14.0 **RECOMMENDATION (B)**

14.1 Upon the completion of a satisfactory Section 106 in relation to the matters set out above, authorise the Head of Planning to 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. 029_PL_501, Rev A, 502 Rev A, 503 Rev A, 600 Rev A, 601 Rev A, 602 Rev A, 603 Rev A, 604 Rev A, 605 Rev A, 610 Rev A, 611 Rev A, 612 Rev A, 613 Rev A, 700 Rev B, 701 Rev A, 703 Rev A, 704 Rev A, 800 Rev B, 801 Rev A, 802 Rev A, 803 Rev A, 804 Rev A, AV(90)IP001 Rev A, AV(94)LP001, Planning Statement, Desk Study & Ground Investigation Report, Energy Strategy Overview, Archaeological Desk Based Assessment, Air Quality Assessment, Daylight, Sunlight & Overshadowing Assessment, Floor Risk Assessment, Extended Phase 1 Habitat Survey, Noise Impact Survey, Statement of Community Involvement, Arboricultural Development Report, Sustainability Statement, Residential Travel Plan, Transport Assessment, received 31/12/16; Design and Access Statement Revision A (Pollard Thomas Edwards, January 2016) received 20/1/16; Roof Landscape Approach Addendum to the Planning Application February 2016 received 29/2/16; Air Quality Neutral Assessment: Amersham Vale, Deptford Sherrygreen Homes and Family Mosaic Home Ownership (28th June 2016) and FRA - 2016 updates - Part 1, FRA - 2016 updates - Part 2 received 28/6/16.

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.

Archaeological Evaluation

3. No development shall take place details of an archaeological watching brief have been submitted to and approved in writing by the local planning authority.

Reason: To ensure adequate access for archaeological investigations in compliance with Policy 7.8 Heritage assets and archaeology of the London Plan 2016 (consolidated with alterations since 2011), Policy 16 Conservation areas, heritage assets and the historic environment of the Core Strategy (June 2011) and DM Policy 37 Non designated heritage assets including locally listed buildings, areas of special local character and areas of archaeological interest

Construction Management Plan

4. 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 related 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.

Reason: In order that the local planning authority may be satisfied that the construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply with Policy 5.3 Sustainable design and construction, Policy 6.3 Assessing effects of development on transport capacity and Policy 7.14 Improving air quality of the London Plan 2016 (consolidated with alterations since 2011).

Site Investigation

5. (a) No development shall commence until each of the following have been complied with:-
 - (i) A desk top study and site assessment to survey and characterise the nature and extent of contamination and its effect (whether on or off-site) and a conceptual site model have been submitted to and approved in writing by the local planning authority.
 - (ii) A site investigation report to characterise and risk assess the site which shall include the gas, hydrological and contamination status, specifying

rationale; and recommendations for treatment for contamination encountered (whether by remedial works or not) has been submitted to and approved in writing by the Council.

- (iii) The required remediation scheme implemented in full.
- (b) If during any works on the site, contamination is encountered which has not previously been identified (“the new contamination”) the Council shall be notified immediately and the terms of paragraph (a), shall apply to the new contamination. No further works shall take place on that part of the site or adjacent areas affected, until the requirements of paragraph (a) have been complied with in relation to the new contamination.
- (c) The development shall not be occupied until a closure report has been submitted to and approved in writing by the Council.

This shall include verification of all measures, or treatments as required in (Section (a) i & ii) and relevant correspondence (including other regulating authorities and stakeholders involved with the remediation works) to verify compliance requirements, necessary for the remediation of the site have been implemented in full.

The closure report shall include verification details of both the remediation and post-remediation sampling/works, carried out (including waste materials removed from the site); and before placement of any soil/materials is undertaken on site, all imported or reused soil material must conform to current soil quality requirements as agreed by the authority. Inherent to the above, is the provision of any required documentation, certification and monitoring, to facilitate condition requirements.

Reason: To ensure that the local planning authority may be satisfied that potential site contamination is identified and remedied in view of the historical use(s) of the site, which may have included industrial processes and to comply with DM Policy 28 Contaminated Land of the Development Management Local Plan (November 2014).

Noise

- 6. (a) The rating level of the noise emitted from fixed plant on the site shall be 5dB below the existing background level at any time. The noise levels shall be determined at the façade of any noise sensitive property. The measurements and assessments shall be made according to BS4142:2014.
- (b) No development shall commence until details of a scheme complying with paragraph (a) of this condition have been submitted to and approved in writing by the local planning authority.
- (c) The development shall not be occupied until the scheme approved pursuant to paragraph (b) of this condition has been implemented in its entirety. Thereafter the scheme shall be maintained in perpetuity.

Reason: To safeguard the amenities of the new dwellings hereby approved and the area generally and to comply with DM Policy 26 Noise and vibration of the Development Management Local Plan (November 2014).

Sustainability

- 7. The residential units hereby approved shall be built in accordance with recommendations set out in the Sustainability Statement (Mulalley & Co, 13/11/15).

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 2016 (consolidated with alterations since 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).

Performance of Combined Heat and Power (CHP) scheme, and future connection to a district CHP

8. (a) Prior to the commencement of the development, a written specification for the CHP is to be provided within the development which demonstrates the carbon-dioxide emission reductions to be achieved, monthly demand profiles for heating, cooling and electrical loads, together with a management plan and drawings and sections showing a scheme for the provision of conduits and/or piping for future connection to a district CHP scheme and network shall be submitted to and approved in writing by the local planning authority.
- (b) The development shall not be first occupied until the CHP has been constructed and commissioned in accordance with the scheme and written specification approved pursuant to paragraph (a) of this condition.
- (c) All dwellings shall be constructed so as to be connected to, and to take their energy supply from the CHP, unless a district CHP can provide an alternative source of energy.

Reason: To comply with Policies 5.1 Climate change and mitigation, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.5 Decentralised energy networks and 5.7 Renewable energy in the London Plan 2016 (consolidated with alterations since 2011) and Core Strategy Policy 7 Climate change and adapting to the effects and Core Strategy Policy 8 Sustainable design and construction and energy efficiency (2011).

Flood Risk

9. (a) The Flood risk mitigation measures as referred to in Part 1 of the Flood Risk Assessment by (Capita, April 2016) shall be implemented in full, prior to occupation.
- (b) Prior to first occupation, a Flood Evacuation Plan shall be submitted to and approved in writing by the Local Authority.
- (c) The development shall be carried out in accordance with (a) and the documents approved pursuant to part (b) and thereafter retained in perpetuity.

Reason: To prevent the increased risk of flooding and to improve water quality in accordance with Policies 5.12 Flood risk management and 5.13 Sustainable drainage in the London Plan 2016 (consolidated with alterations since 2011) and Objective 6: Flood risk reduction and water management and Core Strategy Policy 10:Managing and reducing the risk of flooding (2011).

External Materials

10. (a) No development shall commence on site until a detailed schedule and specification, including samples of all external materials and finishes including (but not limited to) bricks, cladding, windows and external doors and roof coverings to be used on the buildings have been reviewed and approved in writing by the local planning authority.
- (b) The brick samples to be submitted under part (a) shall be multi-tonal textured bricks, submitted on a sample board including the proposed mortar as referred to on pages 72-74 the Design and Access Statement.
- (c) The buildings hereby approved shall be carried out in accordance with drawings 029_PL_800 Rev B, 801 Rev A, 802 Rev A, 803 Rev A, 804 Rev A, and

Chapter 6 of the Design and Access Statement Design and Access Statement Revision A (Pollard Thomas Edwards, January 2016) including, but not limited to the junctions, joints, brickwork patterns, returns and fixings.

- (d) The scheme shall be carried out in full accordance with those details, as approved.

Reason: To ensure that the design is delivered in accordance with the details submitted and assessed so that the development achieves the necessary high standard and detailing in accordance with Policies 15 High quality design for Lewisham of the Core Strategy (June 2011) and Development Management Local Plan (November 2014) DM Policy 30 Urban design and local character.

Refuse Management

11. (a) The development shall not be occupied until details of proposals for the management of the Mews properties and the dwellings fronting the park, including the collection arrangements of refuse and recycling facilities for said residential units hereby approved, have been submitted to and approved in writing by the local planning authority.
- (b) The facilities as approved under part (a), including the management arrangements shall be provided in full prior to occupation of the development and shall thereafter be permanently retained and maintained.
- (c) No refuse bins or sacks shall be left in the communal areas of the site, nor within the public footpath or park at any time.

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 Development Management Local Plan (November 2014) DM Policy 30 Urban design and local character and Core Strategy Policy 13 Addressing Lewisham waste management requirements (2011).

Cycle Parking

12. (a) Details of the individual bicycle storage facilities as shown on drawing AV(90)LP 001 Rev A for the 122 spaces hereby approved shall be submitted to, and approved by the local authority, prior to first occupation.
- (b) The details as approved under part (a) shall be provided within the development and made available for use prior to occupation of the development and permanently retained 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).

Landscaping

13. (a) The communal landscaping and private gardens shall be implemented in accordance with Chapter 5 of the Design and Access Statement Revision A (Pollard Thomas Edwards, January 2016) and drawing numbers AV(90)LP001 Rev A and AV(94)LP001.
- (b) All planting, seeding or turfing shall be carried out in the first planting and seeding seasons following the completion of the development, in accordance with the approved scheme under part (a). Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

- (c) The private and communal areas hereby approved shall be retained permanently for the benefit of the occupiers of the residential units hereby approved.

Reason: In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Core Strategy Policy 12 Open space and environmental assets, Policy 15 High quality design for Lewisham of the Core Strategy (June 2011), and DM Policy 25 Landscaping and trees and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

Ecology

- 14. (a) A strategy for the location and quantity of bat, bird and beetle boxes shall submitted to the Local Authority to which shall be approved prior to first occupation.

(b) The measures as referred to in part (a) shall be installed and fit for purpose before occupation of the buildings and maintained in perpetuity.

Reason: To comply with Policy 7.19 Biodiversity and access to nature conservation in the London Plan 2016 (consolidated with alterations since 2011), Policy 12 Open space and environmental assets of the Core Strategy (June 2011), and DM Policy 24 Biodiversity, living roofs and artificial playing pitches and local character of the Development Management Local Plan (November 2014).

Living roof

- 15. (a) The development shall be constructed with a biodiversity living roof laid out in accordance with the Roof Landscape Approach Addendum to the Planning Application February 2016 and drawing number 029_PL_605_A and maintained permanently 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 2016 (consolidated with alterations since 2011), Policy 10 managing and reducing flood risk and Policy 12 Open space and environmental assets of the Core Strategy (June 2011), and DM Policy 24 Biodiversity, living roofs and artificial playing pitches of the Development Management Local Plan (November 2014).

External Lighting

- 16. (a) Prior to occupation of the development a scheme for any external lighting that is to be installed at the site, including measures to prevent light spillage shall be submitted to and approved in writing by the local planning authority.

(b) Any such external lighting as approved under part (a) shall be installed in accordance with the approved drawings and such directional hoods shall be retained permanently.

(c) The applicant should demonstrate that the proposed lighting is the minimum

needed for security and working purposes and that the proposals minimise pollution from glare and spillage.

Reason: In order that the local planning authority may be satisfied that the lighting is installed and maintained in a manner which will minimise possible light pollution to the night sky and neighbouring properties and to comply with DM Policy 27 Lighting of the Development Management Local Plan (November 2014).

Travel Plan

17. (a) The development shall be carried out in accordance with the objectives, targets, monitoring procedures and action plan set out in the Residential Travel Plan (EAS, December 2015) approved under condition 2 of this permission from first occupation of any Building.

(b) Within six months of first occupation of the development, evidence shall be submitted to demonstrate compliance with the approved monitoring and review mechanisms agreed under part (a).

Reason: In order that both the local planning authority may be satisfied as to the practicality, viability and sustainability of the Travel Plan for the site and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011).

Energy/Water Efficiency

(a) The Buildings shall be constructed in accordance with the Sustainability Statement (Mulalley & Co, 13/11/15) hereby approved so as to achieve the following requirements:

(i) a minimum of 35% improvement over the minimum Target Emission Rate (TER) in requirement Part L1A of Approved Document L (with changes which came into force on 6 April 2014) of the Building Regulations 2010, to accord with current (April 2015) GLA requirements for carbon reduction; and

(ii) provide a whole house assessment of the efficiency of internal water fittings of a maximum of 105L per person per day.

(b) Within 3 months of first occupation of any dwelling hereby approved, evidence (prepared by a suitably qualified assessor) shall be submitted to the local planning authority for approval in writing to demonstrate full compliance with paragraph (a) of this condition in respect of such dwelling.

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 (2016) and Core Strategy Policy 7 Climate change and adapting to the effects, Core Strategy Policy 8 Sustainable design and construction and energy efficiency (2011).

General permitted Development Order exemptions

18.

Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), no satellite dishes shall be installed on any elevation of any building hereby approved.

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 DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

19. (a) Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that

Order), no plumbing or pipes, flues or rainwater pipes, other than those as shown on drawings 029_PL_800 Rev B, 801 Rev A, 802 Rev A, 803 Rev A, 804 Rev A, shall be fixed on the external faces of the buildings hereby approved.

(b) Prior to the construction of any buildings, full details of any external plumbing, pipes, vents/flues shall be submitted to and approved by the Local Planning Authority in writing.

(c) The development shall be implemented in accordance the details approved under part (b) and maintained permanently thereafter.

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 DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

Solar Panels

20. (a) Details of the proposed solar panels shall be submitted to and approved in writing by the local planning authority prior to the commencement of any above ground works.

(b) The solar panels approved in accordance with (A) shall be installed in full prior to first occupation of the residential units hereby approved, and retained in perpetuity.

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 2016 (consolidated with alterations since 2011) and Core Strategy Policy 7 Climate change and adapting to the effects and Core Strategy Policy 8 Sustainable design and construction and energy efficiency (2011).

Wheelchair units

21. The 10 'wheelchair user dwellings as set out on page 77 and Appendix B of the Design and Access Statement Revision A (Pollard Thomas Edwards, January 2016) shall be constructed to Building Regulations M4(3)(2)(b) standards and shall be constructed in accordance with drawing number 029_PL_613_B prior to the first occupation of the development hereby approved.

Highways

22. Prior to the first occupation, a S.278 Agreement shall be entered into and agreed with the Local Highway Authority in order to provide a minimum 12 blue badge/wheelchair accessible/disabled car parking spaces on Edward Street, Amersham Vale and/or Amersham Grove.

Reason

In order to comply with Policy 3.8 Housing Choice in the London Plan 2016 (consolidated with alterations since 2011), Core Strategy Policy 1 (July 2011 and Standard 11 in the London Plan Housing SPG (2016)

Overheating

23.

(a) The Buildings shall be designed so as to meet CIBSE TM52 criteria in respect of overheating performance.

- (b) No development shall commence above ground level until an overheating assessment using dynamic thermal modelling and details of any mitigation measures required to ensure compliance with paragraph (a) of this condition has been submitted to and approved in writing by the local planning authority.
- (c) The development shall not be first occupied until the mitigation measures approved pursuant to paragraph (b) of this condition have been implemented in their entirety. Thereafter, the mitigation measures shall be maintained in perpetuity in accordance with the details approved under the said paragraph (b).

Reason To ensure that the dwellings and commercial units hereby approved do not suffer from unacceptable levels of overheating during the summer months and that the appearance of the Buildings are of high quality design to comply with Policy 5.9 of the London Plan (2015), Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and Development Management Local Plan (November 2014) DM Policy 30 Urban design and local character.

INFORMATIVES

A.

Pre-commencement conditions:

Condition (3) Archaeological Evaluation to protect any materials of historic interest from construction works which may be on the site; **Condition (4) Construction Management Plan** is required to ensure that the construction traffic and management causes minimum disruption to the highway network and to protect the amenities of nearby residential occupiers as far as practicable during the construction process; **Condition (5) Site Investigation** is required to ensure that any contamination which might be present on site is adequately removed prior to the occupation of the residential units hereby approved to ensure the protection of the health of future occupiers; Condition (6) Noise is required to ensure that the proposed building and plant have adequate space to accommodate any sound insulation required to protect the amenities of the future occupiers and; **Condition (20) flues/vent and pipes** is required prior to commencement in order to ensure that the flues can be located discretely within or on the fascia of the buildings hereby approved in accordance with Policy 7.8 Heritage assets and archaeology of the London Plan 2016 (consolidated with alterations since 2011), Policy 16 Conservation areas, heritage assets and the historic environment of the Core Strategy (June 2011) and DM Policy 37 Non designated heritage assets including locally listed buildings, areas of special local character and areas of archaeological interest, Policy 5.3 Sustainable design and construction, Policy 6.3 Assessing effects of development on transport capacity and Policy 7.14 Improving air quality of the London Plan 2016 (consolidated with alterations since 2011), DM Policy 28 Contaminated Land of the Development Management Local Plan (November 2014), Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

B.

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 discussions took place which resulted in further information being submitted.

C.

The applicant is advised that any works associated with the implementation of this permission 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 take place.

D. As you are aware the approved development is liable to pay the Community Infrastructure Levy (CIL) which will be payable on commencement of the development. An '**assumption of liability form**' must be completed and before development commences you must submit a '**CIL Commencement Notice form**' to the council. You should note that any claims for relief, where they apply, must be submitted and determined prior to commencement of the development. Failure to follow the CIL payment process may result in penalties. More information on CIL is available at: - <http://www.lewisham.gov.uk/myservices/planning/apply-for-planning-permission/application-process/Pages/Community-Infrastructure-Levy.aspx>

E. The land contamination condition requirements apply to both whole site and phased developments. Where development is phased, no unit within a phase shall be occupied until a), b) and c) of the condition have been satisfied for that phase.

Applicants are advised to read 'Contaminated Land Guide for Developers'(London Borough's Publication 2003), on the Lewisham web page, before complying with the above condition. All of the above must be conducted in accordance with DEFRA and the Environment Agency's (EA) - Model Procedures for the Management of Land Contamination.

Applicants should also be aware of their responsibilities under Part IIA of the Environmental Protection Act 1990 to ensure that human health, controlled waters and ecological systems are protected from significant harm arising from contaminated land. Guidance therefore relating to their activities on site, should be obtained primarily by reference to DEFRA and EA publications.

F. You are advised to contact the Council's Drainage Design team on 020 8314 2036 prior to the commencement of work.

G. The assessment of the light spill and lux level at the window of the nearest residential premises shall follow the guidance provided in The Institution of Lighting Engineers, Guidance Notes for the Reduction of Obtrusive Light.

H. 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.

I. 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.

J. This planning application was granted subject to a S.106 agreement.