

Committee	PLANNING COMMITTEE B	
Report Title	138 SYDENHAM ROAD, LONDON, SE26 5JZ	
Ward	SYDENHAM	
Contributors	Joe Roberts	
Class	PART 1	28/09/2017

Reg. Nos.

DC/17/101668

Application dated

17.05.17 [as revised on 04.09.17]

Applicant

March Design Associates [on behalf of Mr Adil]

Proposal

The demolition of the existing building at 138 Sydenham Road SE26 and the construction of a part three/part four storey building comprising 130sqm of A1/A2 retail space on the ground floor and 4 one bedroom, 2 two bedroom and 1 three bedroom self-contained flats above with the provision of 14 cycle spaces and bin storage area, together with the erection of 2 two-storey, two bedroom dwellings facing Knighton Park Road.

Applicant's Plan Nos.

E.01; E.02 ; E.03; E.04; E.05; E.06; E.07; Site Location Plan (received 29th January 2016); Transport Statement; BREAM UK New Construction 2014 Pre-Assessment Estimator Report; Energy Statement (received 16th February 2016); Design & Access Statement; Sustainable Design and Construction Statement (received 8th March 2016); P.80A; P.81A; P.82A; P.83A P.84A; P.85A (received 17 May 2017); P.70B; P.71C; P.72C; P.73C; P.74C; P.75C; P.76C; P.77C; P.78C (received 04 September 2017).

Background Papers

- (1) LE/180/138/TP
- (2) Local Development Framework Documents
- (3) The London Plan

Designation

Sydenham District Town Centre
Area of Archaeological Priority - Sydenham

Screening

N/A

1.0 Property/Site Description

- 1.1 The application site currently comprises of a part 1 and part 2 storey buildings located on the corner of Sydenham Road and Knighton Park Road. The buildings were last used as two commercial units (144 sqm) on the ground floor with a residential unit located on the first floor. Ancillary structures and vehicle parking are located to the rear.
- 1.2 At ground floor level the retail frontage is split into two units with a fairly standard shopfront design. The residential element at first floor is set well back from the retail frontage and is constructed in brick with a hipped roofslope.
- 1.3 The site is located within the Sydenham District Town Centre, however there is no designated shopping frontage to the site. The area, being within the Sydenham District Town Centre, is a mix of commercial and residential uses. The area along Knighton Park Road is predominately residential however.
- 1.4 The site is not located within a Conservation Area nor is it a Listed Building. The site is not designated as a locally listed building. The site is not within the vicinity of a Listed Building or Conservation Area.
- 1.5 The site has a PTAL value of 4. Sydenham Road has bus routes servicing Sydenham, Catford, Forest Hill, Penge, Crystal Palace, Lewisham and Lee. Furthermore, Sydenham railway station is located 650m to the west. Taking this into account, the access to public transport is considered to be good.
- 1.6 Sydenham Road is a 'B' classified road with no parking allowed on both sides of the road. Knighton Park Road is an unclassified road with levels of parking restrictions close to the junction with Sydenham Road, including a blue badge parking bay. Further along tKnighton Park Road, unrestricted parking is on both sides resulting in single lane traffic along the majority of the road.

2.0 Planning History

- 2.1 PRE/14/01849 – Pre-application advice was sought for the demolition of the existing buildings at 138 Sydenham Road and construction of a part three/part four storey flatted development with retail on the ground floor to provide 9 self-contained flats.
- 2.2 In the pre-application response, officers considered that the principle of the development, including the demolition, was acceptable. However concerns were raised over the design of the building, in particular the relationship with Knighton Park Road and impact on neighbours.
- 2.3 DC/15/92550 – Planning permission was sought for the demolition of existing building at 138 Sydenham Road and the construction of a part three/part four-storey building comprising 149sqm of retail space on the ground floor and 4 one bedroom, 2 two bedroom and 1 three bedroom self-contained flats above, together with the erection of 2 two-storey, three bedroom houses facing Knighton Park Road.
- 2.4 The application was withdrawn on the advice of planning officers as the design was not considered to be appropriate in the context.
- 2.5 DC/16/095340 – Planning permission was sought for the demolition of existing building at 138 Sydenham Road SE26 and the construction of a part three/part four-storey building comprising 149sqm of A1/A2 commercial space on the ground floor and 4 one bedroom, 2 two bedroom and 1 three bedroom self-contained flats above with the provision of 10 cycle

spaces and bin storage area, together with the erection of 2 two-storey, two bedroom dwellings facing Knighton Park Road.

2.6 The application was recommended for approval by the officers. The recommendation was subsequently overturned at Planning Committee A on 25 August 2016. The reasons for refusal by the Committee were its incongruous design due to its scale and bulk and the increase in overlooking.

2.7 This application was then subsequently appealed (Appeal Ref: APP/C5690/W/16/3160985). The appeal was dismissed by the Inspector due to the impact on the privacy of neighbouring properties. It should be noted that the design and scale of the scheme which are very similar to this current scheme were considered to be acceptable by the Inspector.

3.0 Current Planning Applications

3.1 Planning permission is sought for the demolition of the existing building at 138 Sydenham Road SE26 and the construction of:

- a. a part three/part four storey building comprising 130sqm of A1/A2 retail space on the ground floor and 4 one bedroom, 2 two bedroom and 1 three bedroom self-contained flats above with the provision of 14 cycle spaces and bin storage area, together with
- b. the erection of 2 two-storey, two bedroom dwellinghouses facing Knighton Park Road.

3.2 The proposal is a revision of the previously appealed scheme.

3.3 The building containing the flats would be three storeys with a recessed fourth floor on the flat roof. This building would be constructed of brick, with the exception of the fourth floor, which would be clad in metal. Elements of glazing would be located along the ground floor benefiting the commercial shopfront. Residential entrances are located onto Sydenham Road with an extra opening onto Knighton Park Road for refuse collection.

3.4 The recessed fourth floor of the building containing the flats would have a flat roof incorporating a living roof, four roof lights and photovoltaic panels. The flat roof of the third floor would be utilised for external amenity space with metal balustrades behind the parapet wall.

3.5 The ground floor commercial space building containing the flats would contain A1/A2 retail units as outlined in the supporting documents. However no information has been provided in relation to store fit-out or evidence of prospective occupants.

3.6 The proposed dwellinghouses would be two storeys with pitched roofs. The dwellinghouses have been designed to roughly match the style of the adjoining terrace at Knighton Park Road.

3.7 The proposed dwellinghouses would be constructed of brick and render with a tiled roof, and their front forecourts would utilise bin storage with the rear yards used for private amenity space

3.8 The proposed development would be car free. 8 cycle storage spaces are located within the ground floor of the building containing the flats while external storage is located to the rear of the dwellinghouses. Refuse storage opens onto Knighton Park Road from the building containing the flats with refuse storage to the front of the dwellinghouses.

3.9 For ease of reference, below are the aspects of the proposal that have been altered in relation to the previous refusal:

- The fourth floor element has been reduced along the Knighton Park Road frontage
- The footprint of the building containing the flats has been aligned with the adjoining building line of the terraces on Knighton Park Road.
- Alignment of windows to the flatted part of the development with the adjoining windows along Sydenham Road.
- The entrance stairwell to all flats would be facing Sydenham Road
- Only non-habitable rooms (living rooms and bedrooms) are to face the properties to the rear
- The two dwellinghouses have been aligned with the adjoining terrace on Knighton Park Road, and set further back from the garden at 140 Sydenham Road`
- Privacy screen proposed to the top of the garden wall and no rear facing windows at first floor level on the terrace properties at Knighton Road
- The proposed windows would have a 215mm reveal, instead of being flush.

3.10 During the current application, the proposal was revised to increase the dwellinghouses from one bedroom to two bedrooms each. However this meant altering the front elevations to the dwellinghouses to remove the central bay element which allowed for both bedrooms on the first floor to have a front facing window.

4.0 Consultation

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

4.2 Site notices were displayed and letters were sent to residents and businesses in the surrounding area and the relevant ward Councillors. The Sydenham Society was also notified.

Written Responses from Local Residents, Ward Councillors and Organisations

4.3 Six objections were received by the Council in the statutory time period. One objector (from 140 Sydenham Road) later rescinded their objection due to their being no rear facing windows at first floor level of the proposed dwellinghouses on the terrace properties at Knighton Park Road.. The following concerns were raised:-

- The proposed scale and design of the development is out of character with the surrounding development and thus would dominate the entrance to Knighton Park Road, in conjunction with the opposite office building (Hexagon house). It is also felt that this may result in a wind tunnelling effect;
- The proposed buildings do not respect the current building line along Knighton Park Road;

- The demolition of the existing building would have negative impacts on the historical character of the area;
- There would be a severe impact on the level of light into the neighbouring window at 140 Sydenham Road, as well as impacting on views and privacy for these residents;
- The development would have an overbearing impact on the area negatively impacting on the visual amenities of the nearby residents;
- The development, through the loss of the on site parking and number of residents, would significantly impact on the level of parking, which is already at a high level of stress. This is likely to impact on the movement of traffic along Sydenham Road and Knighton Park Road;
- There are a high number of elderly and disabled residents requiring specialised disabled parking access. The development would negatively impact on these residents;
- Impacts of the development during construction have not been taken into consideration. This is with regard to health, the water table levels, adjoining structures and traffic;
- There are general concerns in relation to the developers and their ability to complete the construction whilst taking into account existing residents;

Highways Officer

- 4.4 The proposed car free development is considered to be acceptable in principle, taking into account the accessibility of the site. Furthermore, based on the findings of the parking survey, it is considered that the proposed development would not significantly impact on the existing parking stress.
- 4.5 It is considered that conditions in relation to the retention of the kerb, Construction Management Plan, cycle parking and refuse storage should be added.

5.0 Policy Context

Introduction

- 5.1 Section 70 (2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:-
- (a) the provisions of the development plan, so far as material to the application,
 - (b) any local finance considerations, so far as material to the application, and
 - (c) any other material considerations.

A local finance consideration means:

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

- 5.2 Section 38(6) of the Planning and Compulsory Purchase Act (2004) makes it clear that ‘if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise’. The development plan for Lewisham comprises the Core Strategy, 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

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

Other National Guidance

- 5.5 On 6 March 2014, DCLG launched the National Planning Practice Guidance (NPPG) resource. This replaced a number of planning practice guidance documents.

London Plan consolidated with alterations since 2011 (March 2016)

- 5.6 On 14 March 2016 the London Plan with updates to incorporate the Housing Standards and Parking Standards Minor Alterations was adopted. The policies relevant to this application are:

Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 4.7 Retail and town centre development
Policy 4.8 Supporting a successful and diverse retail sector and related facilities and services
Policy 6.9 Cycling
Policy 6.13 Parking
Policy 7.4 Local character
Policy 7.6 Architecture

London Plan Supplementary Planning Guidance (SPG)

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

Housing (2016)

Core Strategy

- 5.8 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 3 District Hubs
Core Strategy Policy 1 Housing provision, mix and affordability
Core Strategy Policy 6 Retail hierarchy and location of retail development
Core Strategy Policy 8 Sustainable design and construction and energy efficiency
Core Strategy Policy 14 Sustainable movement and transport
Core Strategy Policy 15 High quality design for Lewisham

Development Management Local Plan

- 5.9 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:

- 5.10 The following policies are considered to be relevant to this application:

DM Policy 2	Prevention of loss of existing housing
DM Policy 14	District centres shopping frontages
DM Policy 19	Shopfront, signs and hoardings
DM Policy 24	Biodiversity, living roofs and artificial playing pitches
DM Policy 29	Car parking
DM Policy 30	Urban design and local character
DM Policy 32	Housing design, layout and space standards

6.0 Planning Considerations

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

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

Principle of Development

- 6.2 The London Plan (Policy 3.3) recognises the importance of creating new housing given the need across the city. For this reason the Mayor has outlined the requirement of 423,887 new homes in London between 2015-2025, of which Lewisham has a target of providing 13,847 new homes.
- 6.3 The Core Strategy supports this approach with Objective 2 outlining the Council seeks to exceed the target set by the London Plan. The majority will be located within major town

centres of Lewisham and Catford and regeneration areas around New Cross and Deptford. 3,190 homes are targeted to be built in other areas of the Borough.

- 6.4 Core Strategy Spatial Policy 3 relates to district hubs such as Sydenham, which this site is located within. New development will maintain and enhance the status of Sydenham town centre and improve its vitality and viability, attractiveness, accessibility and overall environment. The residential areas immediately surrounding district town centres will be potential locations for intensification of the development pattern where opportunities exist and relate to public transport accessibility. Density will be in accordance with local context and London Plan policy. These areas will form a transition between the district town centres, where a greater intensity of development would be expected and appropriate.
- 6.5 The Core Strategy Spatial Policy 3 also outlines that mixed use redevelopment within district town centres will generally be encouraged with an appropriate retail or service use on the ground floor and housing on upper floors. Ground floor uses will be expected to contribute to the economic vitality and viability of the Sydenham District Town Centre.
- 6.6 The proposed development seeks to increase the amount of housing on the site from one dwelling to nine. The original use of the building is not known, nonetheless, it is considered that the building is not of significant heritage value taking into account its location and lack of architectural merit within the streetscene. The last known use of the ground floor was commercial. Furthermore, the ground floor of the proposed building containing the flats would reprovide 130sq m of retail space, a reduction of 14sqm from existing. The applicant has confirmed that the proposed use would be either A1/A2 retail, which is considered to be appropriate within the shopping parade on the edge of the Sydenham District Town Centre.
- 6.7 Unlike the previous application an A3 (Restaurant/Cafe) use on the ground floor has not been applied for on this occasion.
- 6.8 Overall, considering the demolition of the building is acceptable, together with the support for a mixed use scheme within Sydenham District Town Centre, officers consider that the principle of development is acceptable.
- 6.9 Notwithstanding this, London Plan policies and the Council's LDF outlines that development should be of the highest design quality, provide adequate amenity of future residents whilst not significantly impacting on existing residents, promote sustainable transport over private vehicle use where appropriate and reduce the impact of climate change through sustainable design. These matters are assessed in greater detail below.

Design

- 6.10 The NPPF makes it clear that national government places great importance on the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- 6.11 The London Plan and Core Strategy design policies further reinforce the principles of the NPPF setting out a clear rationale for high quality urban design. Specifically Core Strategy Policy 15 states that high quality, well-designed new development is a key factor that will contribute to the long-term sustainability of communities in Lewisham. In order to be successful new development must meet the qualities required by national and regional policy and guidance and also reflect and be sympathetic to the local physical and social characteristics of the borough.

- 6.12 DM Policy 30 states that where relevant, development proposals will need to be compatible with and/or complement the local urban typologies and address the design and environmental issues identified in Table 2.1 of the policy. The site adjoins Knighton Park Road, being an urban terrace typology, and, according to Table 2.1 of DM Policy 30, new development should not disrupt the regularity of the street form and the unity of the architecture.
- 6.13 DM Policy 30 also outlines detailed design issues and outlines that an adequate response will be required in planning applications to demonstrate the required site specific design response. The relevant matters are as follows:-
- the creation of a positive relationship to the existing townscape, natural landscape, open spaces and topography to preserve and/or create an urban form which contributes to local distinctiveness such as plot widths, building features and uses, roofscape, open space and views, panoramas and vistas including those identified in the London Plan, taking all available opportunities for enhancement;
 - height, scale and mass which should relate to the urban typology of the area as identified in Table 2.1 of the policy;
 - how the scheme relates to the scale and alignment of the existing street including its building frontages;
 - the quality and durability of building materials and their sensitive use in relation to the context of the development. Materials used should be high quality and either match or complement existing development, and the reasons for the choice of materials should be clearly justified in relation to the existing built context;
 - details of the degree of ornamentation, use of materials, brick walls and fences, or other boundary treatment which should reflect the context by using high quality matching or complementary materials; and,
 - how the development at ground floor level will provide activity and visual interest for the public including the pedestrian environment, and provide passive surveillance with the incorporation of doors and windows to provide physical and visual links between buildings and the public domain.
- 6.14 The site is situated within Sydenham District Town Centre, characterised by a mix of commercial units along Sydenham Road and residential terrace rows along the subsidiary roads, such as Knighton Park Road.
- 6.15 The scale of development along Sydenham Road is largely three storey. Directly adjoining the site to the east at 140 Sydenham Road is a three storey late Victorian terrace with a shallow pitched roof behind a parapet. However, there are noted examples of local four storey buildings, such as the modern Hexagon building situated opposite Knighton Park Road and the Pear Tree Care Centre at 195-199 Sydenham Road. Objections have been raised regarding the height of the development and the impact this would have on the character of the existing terraces to the east on Knighton Park Road.
- 6.16 The proposed building containing the flats would be part three part four storeys in height with a flat roof. The three storey element would match the eaves height of the adjoining terrace at Knighton Park Road. The four storey element would be recessed 1.7m from the front and side of the three storey roof. There is an element which is not set in along the boundary with 140 Sydenham Road; however this is relatively small to allow for the stairs and would be well set in from the front elevation. This element has been revised from the previously refused application. Although the height and scale would remain the same along

Sydenham Park Road, it has been reduced along Knighton Park Road. This allows a more gradual step up from this two-storey terrace.

- 6.17 Officers consider that, given the proposed building is on a corner site, the increase in scale from the adjoining terraces at Knighton Road is appropriate in principle. Furthermore, taking into account the raised fourth floor level is set in from the third floor roof, it is considered that the increase in scale is not overly obtrusive to the character of the existing terrace at Knighton Park Road.
- 6.18 Objections have also been raised in relation to the impact of the scale on the character of Knighton Park Road and the visual amenities along the road.
- 6.19 The proposed dwellinghouses would match the scale of the existing two storey terraces along Knighton Park Road. In addition, the front building line, including the proposed bay elements has been revised to allow for two front facing windows. Although the bay element would now be slightly different to the existing arrangement of Knighton Park Road, the proposed dwellinghouses still respond positively to the properties and features of the adjoining dwellings along Knighton Park Road.
- 6.20 It is considered that these dwellinghouses are respectful to the scale and alignment of the existing character of Knighton Park Road. Therefore officers are satisfied that the appropriate design of the dwellinghouses, together with the reduction in the scale of the fourth floor element, provides a suitable transition from the existing terrace on Knighton Park Road to the flat typology along Sydenham Road.
- 6.21 Therefore, officers consider that the proposed scale and alignment of the development as a whole is acceptable within the context of the existing character of the area.
- 6.22 The proposed building containing the flats curves around the corner at the junction with Knighton Park Road. This matches the design of the Hexagon building opposite and therefore is considered to be compatible in this respect. The comments regarding the 'canyon' effect on Knighton Park Road are noted; however, considering the relatively modest scale of part three/part four storeys, this is not considered to detrimentally harm the character of the area or visual amenity along Knighton Park Road. On the contrary, the design of the proposed building containing the flats in conjunction with the Hexagon building is considered to mark the exit from the primarily residential area towards the Sydenham District Town Centre.
- 6.23 The proposed building containing the flats would have windows that are aligned with the fenestration of the neighbouring terrace along Sydenham Road with an even pattern along the curving elevation. This revision gives the development a more cohesive feel and complements the neighbouring properties at Sydenham Road. More detailed window designs have also been submitted showing deeper window reveals of 215mm, which again is a design feature that respects the character of the area.
- 6.24 It is noted that the proposed shopfront includes floor to ceiling glazing with a fascia above along Sydenham Road and Knighton Park Road to signify the retail floorspace. Officers consider the principle of the design to be appropriate for the retail use.
- 6.25 Whilst the proposed design principle of the proposed shopfront is acceptable, the detailed design has not been developed to a detailed stage. Notwithstanding this, officers consider that a suitably worded condition would be sufficient to secure an appropriate design. Therefore, the shopfront design is considered acceptable within the overall design and the context of the existing development.

- 6.26 The proposed flat building containing the flats would utilise a simple palette of materials, using brick and render to the inset balconies with metal cladding to the recessed fourth floor. The windows would be aluminium framed, and coloured grey. The proposed dwellingshouses along Knighton Park Road would have a material palette which roughly matches the adjoining development, primarily brick and render with a tiled roof.
- 6.27 Overall the materials are considered to be compatible within the context of the existing development. Furthermore, given the high quality of the simplistic design and finishing, officers consider that the development would be of appropriate standard. In order to ensure the materials are of the highest quality, a condition should be attached for the construction of a sample panel to be viewed on site prior to the commencement of development above ground level
- 6.28 Additionally, it is noted that the previous application was the subject of an appeal (Appeal ref: APP/C5690/W/16/3160985) which was for a scheme with a similar design. The Inspector concluded that the design of the scheme would not impact negatively on the character of the area. With regards to design the Inspector concluded the following:
- “I accept that the proposed design would contrast with the neighbouring terrace. However, there is already some variety to the built form in this area and when viewed within the context of the strong horizontal form and flat roof of the hexagon building, the proposal would not look of place.”*
- 6.29 In summary, whilst the objections to the development on the basis of the adverse impact on the character of the area are noted, officers consider that the scale is not out of keeping with the context of the site and the materials and design are considered to be compatible and of high quality to ensure the development would be appropriate within the streetscene. Therefore the design is considered to be appropriate.

Housing

a) Unit Mix and Tenure

- 6.30 London Plan Policy 3.8 states that the Borough LDFs and planning decisions should ensure new developments offer a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups and the changing roles of different sectors in meeting these.
- 6.31 The Council’s Core Strategy Policy 1 is in line with the London Plan and outlines family units (3+ bedrooms) should be included in major residential development. Furthermore, the Council seeks an appropriate mix of dwellings within development, having regard to the following criteria:
- the physical character of the site or building and its setting;
 - the previous or existing use of the site or building;
 - access to private gardens or communal garden areas for family dwellings;
 - the likely effect on demand for car parking within the area;
 - the surrounding housing mix and density of population; and,
 - the location of schools, shops, open space and other infrastructure requirements.

- 6.32 The site is located in the Sydenham District Town Centre fronting Sydenham Road and as such, officers note that the environment may not be ideal for family dwellings. It is also noted that the site is considerably constrained to provide significant amenity space for children's play.
- 6.33 Taking this into account, officers consider that a large number of family units is not possible.
- 6.34 The proposed development would result in one three bedroom dwelling on the top floor of the building containing the flats. The remaining mix includes 4 one bedroom and 2 two bedroom flats, together with the 2 two bedroom dwellinghouses.
- 6.35 Overall, the unit mix is considered to be acceptable in meeting the housing need, taking into account the constraints of the site.
- 6.36 The proposed development does not meet the 10 dwelling trigger for affordable housing, nor is the site capable of providing 10 units. Therefore the policies with respect to affordable housing are not applicable.

b) Standard of Residential Accommodation

- 6.37 The NPPF states that, as a core principle, planning should seek to provide a high quality of amenity for future residents.
- 6.38 In line with this, DM Policy 32 states that the standards of the London Plan, contained within the Housing SPG, will be used to assess whether new housing development provides an appropriate level of residential quality and amenity. In addition to this, the nationally prescribed technical housing standards are also applicable to the scheme.
- 6.39 Table 1 outlines the proposed internal floor area against the housing standards.

Table [1]: Unit Size (sqm)

	Proposed Floorspace	Relevant Standard
Flat 1 (2b3p)	61	61
Flat 2 (1b2p)	50	50
Flat 3 (1b2p)	50	50
Flat 4 (2b3p)	61	61
Flat 5 (1b2p)	50	50
Flat 6 (1b2p)	50	50
Flat 7 (3b5p)	93	86
Dwelling 1 (2b3p)	70	70
Dwelling 2 (2b3p)	70	70

- 6.40 As shown above, the proposed units would meet the internal floorspace standards.

- 6.41 In addition to the overall size, the housing standards state that sufficient built in storage and bedroom size and width should be provided. Officers have measured the internal room sizes, including utility space, and consider that the majority of units meet these standards. It is noted that the two bedroom flats are 0.5 sqm below the standard for utility space, however this is not considered to severely impact on the amenity of future occupiers, especially considering the communal storage on the ground floor of the building containing the flats. All units would also be provided with appropriate levels of amenity space in line with London Plan standards.
- 6.42 The technical housing standards states a 2.3m floor to ceiling height should be provided over 75% of the internal floor area. However, it is worth noting that the London Plan Housing SPG strongly recommends a 2.5m floor to ceiling height to combat the heat island effect of London.
- 6.43 The proposed sections show that the units would have a floor to ceiling height of 2.3m-2.4m. Whilst this does not meet the London Plan standards, it is considered that as it meets the national housing standards, refusal on these grounds would not be reasonable. Therefore, the floor to ceiling height is considered acceptable.
- 6.44 DM Policy 32 (4c) states that residential development should provide accommodation of a good size, a good outlook, with acceptable shape and layout of rooms, with main habitable rooms receiving direct sunlight and daylight, and adequate privacy. There will be a presumption that residential units provided should be dual aspect.
- 6.45 The proposed building containing the flats fronts Sydenham Road and Knighton Park Road. Therefore the units to the front of the building containing the flats have dual aspect with north and west facing windows. The remaining flats have a predominate single aspect with west facing windows, however it is noted that balcony doors open to the north or south (depending on the flat). Therefore officers consider that the aspect is appropriate for daylight/sunlight and ventilation, given the aspect of the balcony doors.
- 6.46 The proposed dwellinghouses have dual aspect at ground floor level, with windows in the east and west elevations. However at first floor level, the rear windows have been revised from the previous scheme and face sideways over a small flat roof. No windows would be located in the main rear elevation at first floor level in the proposed dwellinghouses. The side facing windows to the bathrooms in the proposed dwellinghouses would still allow for ventilation and daylight into the property. Previously, one bedroom in each dwellinghouse was located to the rear. Therefore the access to daylight/sunlight as well as ventilation to the habitable rooms in the dwellinghouses would be acceptable. Given the revised arrangement to the proposed dwellinghouses the occupiers of 140 Sydenham Road have removed their objection. This resolves the reason for dismissal of the previous appeal.
- 6.47 It is noted that the ground floor rear windows of the proposed dwellinghouses is between 3m-4.3m from the existing boundary treatment with 140 Sydenham Road which will remain to separate the proposed dwellinghouses from the neighbouring property at 140 Sydenham Road. However, it should be noted that the ground floor rear windows benefit the kitchens whilst the windows to the front benefit the living rooms. Given the greater outlook is provided to the living rooms, officers consider that the outlook from the proposed dwellinghouses is acceptable. Both bedrooms have front facing windows providing an adequate level of outlook.
- 6.48 The proposed dwellinghouses would back onto the rear garden of 140 Sydenham Road, with boundary treatment approximately 3m from the windows at ground floor level. The existing boundary treatment would remain, which reduces any adverse impact of overlooking into the ground floor windows of 140 Sydenham Road.

6.49 Overall, the standard of accommodation for future residents is considered to be acceptable.

c) External Amenity

6.50 Under DM Policy 32, new-build housing development should be provided with a readily accessible, secure, private and usable external space and include space suitable for children's play. It is also worth noting that the London Plan Housing SPG Standard 26 and 27 relates to external amenity and outlines that 5 sqm should be provided for one bedroom dwellings with an additional 1 sqm per additional occupant. This space should have a minimal depth of 1.5m.

6.51 Each proposed flat has balconies on the western elevation which meets the London Plan standards. It is noted that the top floor flat, which is a three bedroom dwelling, would have a roof terrace.

6.52 The proposed two bedroom dwellinghouses would have garden space to the rear. Whilst the level of sunlight and amenities from the garden space would not be ideal, officers consider that, on balance, the space is sufficient to provide suitable external amenity in line with the Council's policies.

6.53 As such, the level of external amenity provided is considered to be acceptable.

Highways and Traffic Issues

a) Access

6.54 The site has existing vehicular access from Knighton Park Road. Pedestrian access is currently from Sydenham Road for the retail units and from Knighton Park Road for the dwellinghouses.

6.55 The proposed flats and retail units would have access from Sydenham Road, whilst the dwellinghouses would be accessed from Knighton Park Road. No vehicle access is provided to the development.

6.56 Officers consider the pedestrian access would not have significant impacts on the highway, taking into account the relatively minor uplift in residential units and the standard of the highway at Sydenham Road. It is considered that the existing vehicle crossover should be returned to the existing kerb and gutter. This should be conditioned to ensure this is completed.

6.57 The proposed development is therefore considered to be acceptable in terms of access.

b) Delivery and Servicing

6.58 A Delivery and Servicing Plan was submitted as part of the Transport Statement under Appendix H.

6.59 The Delivery and Servicing Plan highlights the location of loading and unloading zones along Sydenham Road. It notes that there are single yellow lines that prevent loading between 07:00 -10:00 and 16:00 -19:00 Monday to Saturday, with loading permitted outside of these times. In addition, 80m to the east is a loading bay on Sydenham Road which is preserved for loading between 07:00 -19:00 seven days a week.

6.60 The Delivery and Servicing Plan then highlights measures to ensure deliveries are taken without adversely impacting on the highway. This would include close liaison with other

nearby commercial properties. Appropriate monitoring and review procedures are also provided.

6.61 Officers consider that, taking into account the established delivery and servicing for the existing units, which would have been in place, the proposed development would not have a severe increase in the number of deliveries required. Furthermore, the proposed Delivery and Servicing Plan is appropriate in reducing any adverse impact on the highways.

6.62 Therefore the delivery and servicing of the proposed development is considered to be acceptable.

c) Car Parking

6.63 The NPPF highlights the important role transport policies have in promoting sustainable development. For this reason, planning decisions should be geared towards sustainable modes of transport where appropriate.

6.64 In line with this, Policy 6.13 of the London Plan aims to find a balance between promoting new development and preventing excessive parking which undermines sustainable modes of transport. The Council also takes a restrained and managed approach to car parking within new development as outlined in Core Strategy Policy 14.

6.65 With that in mind, the Council utilises the maximum parking standards in Table 6.2 of the London Plan. It states that 3 bedroom dwellings should have 1.5 spaces per unit while 1-2 bedroom dwellings should have less than one per unit. It goes on to add that all developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit.

6.66 The site has a PTAL value of 4 and is located within a district town centre. The proposed development would demolish the existing building and provide ground floor retail (totalling 149 sqm) with 1 three bedroom unit, 2 two bedroom units and 4 one bedroom units above, together with 2 two bedroom dwellinghouses to the rear (a total of 9 new residential units). The development would be car free.

6.67 Officers, given the Local Plan policies, the good public transport accessibility and location within Sydenham District Town Centre, consider the principle of car free development to be acceptable. However, this would need to be weighed against the impact on the highway network in terms of on street parking stress.

6.68 The applicant has submitted a Travel Statement in support of the proposed development which includes a parking survey. The survey was undertaken on 13th January 2015 at 8pm and 14 January 2015 at 1am and covers an area of 200m walking distance from the site.

6.69 The survey is in line with the recommended Lambeth methodology for new residential development. Whilst officers note that the parking survey was undertaken over two years ago, it is considered that there has not been significant uplift in quantifiable housing numbers in that period in the locality to impact on the findings.

6.70 Therefore officers consider the survey to give an appropriate reflection of the established parking levels.

6.71 The survey found 398 car parking spaces within 200m of the site. On the 13th January 2015, the number of spaces taken was 281 (70.6% parking stress) and on 14th January 2015 the number of parking spaces taken was 290 (72.9% parking stress). The number of parking spaces available was 117 and 108 on the respective days.

- 6.72 The supporting statement goes on to highlight the existing car ownership in the area, which utilises the previous census data taken in 2011. It hypothesises that, taking into account that almost half of the existing households in the area do not own cars, the proposed uplift in residential units is likely to result in 6 cars. Officers consider this argument to be effective in generally determining the number of cars and therefore agree with the finding.
- 6.73 Therefore, when adding the expected number of vehicles into the established level of parking, the parking stress would increase to 72.1% and 74.4% respectively.
- 6.74 In addition to the above, when considering the level of parking required officers have taken into account the good access to public transport and cycle parking (which is detailed further below) to reduce the need for private vehicle use. Taking these matters into account, in addition to the findings of the parking survey, officers consider that the proposed development would not adversely impact on the highways in terms of parking stress.
- 6.75 Objections have been raised with respect to the impact on the disabled parking bays in the area. Considering these areas are reserved for the specific car owners, officers consider that the proposed development would not impact on the provision of disabled parking in the area. If demand increased, the Highway Authority could designate additional Blue Badge bays.

d) Cycle Parking

- 6.76 The London Plan recommends 1 cycle space per one bedroom unit and 2 spaces for other units. Taking this into account, the proposed block of flats should provide 10 cycle parking spaces and the proposed dwellinghouses should provide two spaces each.
- 6.77 The proposed ground floor of the building containing the flats shows a cycle storage unit for 8 spaces, which is below the required amount. In addition, the rear gardens of the dwellinghouses show one cycle parking space each, which is again below the standards.
- 6.78 Whilst the development does not meet this standard, it is considered that this can be addressed via condition with appropriate details being submitted. Therefore officers consider that the provision of cycle parking spaces would be acceptable with a suitably worded condition.

e) Refuse

- 6.79 Refuse stores are located on the ground floor of the building containing the flats fronting Knighton Park Road and is separated between retail and domestic waste. The domestic waste would consist of 3 x 240L general refuse and 3 x 240L recycling whilst the retail would consist of 1 x 240L general refuse and 1 x 240L recycling. Bin stores would be located towards the front of the dwellinghouses consisting of two wheelie bins.
- 6.80 In terms of location, the refuse stores of the building containing the flats are considered to be acceptable for collection. Furthermore, the design and capacity of the dwellinghouse refuse is considered to be acceptable.
- 6.81 However, officers have concerns over the design of the residential and retail waste in terms of capacity and collection strategy, particularly considering the use of the retail units has not been determined. Furthermore, whilst the domestic storage appears to satisfy the needs of the development in terms of capacity, the cycle storage is likely to be increased to and therefore officers are not certain of what impact this would have on the bin storage.

- 6.82 Bearing this in mind, officers consider that a condition should be added for details of refuse to be submitted for approval. This would ensure the capacity in relation to the retail units and flat units is acceptable to protect the safety of the highway and residential amenity.
- 6.83 Therefore, through the submission of relevant conditions, refuse is considered to be acceptable.

f) Construction Impacts

- 6.84 The site is located along Sydenham Road, which is a classified 'B' road with large number of pedestrian and vehicle movement, as well as a number of bus routes and stops along the highway. Therefore the site is heavily constrained by the busy road to the front. Furthermore, it is noted that the proposed development would cover the entirety of the site, leaving little space for on site storage and virtually no vehicle movement.
- 6.85 Taking this into account, officers consider that the proposed development has the potential to have significant impacts on highway safety during the construction phase.
- 6.86 Therefore, officers consider a condition should be added for the submission of a Construction Management Plan highlighting how the construction management would reduce impacts on the highway. As such officers consider the impacts during construction would be managed through condition.

Impact on Adjoining Properties

- 6.87 London Plan Policy 7.6 states that buildings should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. In addition, DM Policy 32 requires new development to be neighbourly with no adverse impacts on the amenities of existing residents.
- 6.88 Objections have been raised with respect to the impact on the adjoining properties in terms of loss of daylight/sunlight, privacy, outlook and visual amenities.
- 6.89 The nearest neighbour is 140 Sydenham Road to the east and, to the south, the site adjoins 3 Knighton Park Road. The proposed dwellinghouses would adjoin the neighbouring terrace to the south on Knighton Park Road. Taking into account the building containing the flats, and the proposed dwellinghouses would follow the established building line, together with the orientation of the development, it is considered that the proposal would not impact on outlook or sunlight and daylight of 140 Sydenham Road and 3 Knighton Park Road. Furthermore, there are no windows which overlook these properties and therefore there would be no adverse impact on privacy for these existing properties.
- 6.90 As the proposed dwellinghouses are similar in footprint and scale to the existing houses on Knighton Park Road, no impact is anticipated on occupiers. Given the position of the proposal relative to 140 Sydenham Road, further detailed consideration of potential impacts is set out below.

a) Loss of Daylight/Sunlight

- 6.91 The site adjoins 140 Sydenham Road to the east, which is a three storey building comprised of ground floor commercial and residential above. 140 Sydenham Road has translucent windows on the western elevation facing the site which benefit the stairwell. To the rear of 140 Sydenham Road, there is an extended two storey projection with a roof terrace above, as well as external stairs at first floor leading to the rear garden, which dog-legs towards the east. There is an existing boundary wall with 138 Sydenham Road which is 2.5m tall.

- 6.92 It is noted that the existing development has an established impact on the amenities of 140 Sydenham Road. At ground floor, the building containing the flats covers the entire depth of the site, however this does not project above the boundary treatment with 140 Sydenham Road. At first floor, the existing building at 138 Sydenham Road protrudes 1.9m beyond the neighbouring property at 140 Sydenham Road. The existing elevation of 138 Sydenham Road does not protrude beyond the neighbouring property 140 Sydenham Road at second floor level, although the hipped roof does protrude beyond the neighbouring elevation 140 Sydenham Road. It is also noted that the existing development at 138 Sydenham Road is built to the boundary.
- 6.93 The proposed development would demolish the existing development at 138 Sydenham Road, however the existing boundary treatment with 140 Sydenham Road would be retained. At ground and first floor level, the proposed development would be built between 1.8m-4.7m from the boundary with 140 Sydenham Road. The dwellinghouses would be 5.8m in height at the eaves and 8.6m high in total, which generally matches the existing terrace height at Knighton Park Road.
- 6.94 At second floor level, the proposed building containing the flats would be built to the boundary with 140 Sydenham Road, before stepping away from the boundary by 800mm adjacent to the terrace of 140 Sydenham road. The proposed building containing the flats then extends a further 4.6m before again stepping away by 300mm and finally protruding a further 3.6m. In total, the proposed building containing the flats would extend 9m from the second floor rear elevation of the adjoining building at 140 Sydenham Road at a height of 3.4m above the roof terrace at 140 Sydenham Road.
- 6.95 At third floor level, the proposed building containing the flats steps in significantly from the lower levels by 2.4m, however it still extends 6.7m beyond the rear elevation of the adjoining property at 140 Sydenham Road
- 6.96 In terms of daylight/sunlight, the Council uses the guidance in the BRE 'Site layout planning for daylight and sunlight: a guide to good practice' to determine the severity of impacts on adjoining properties. The applicant has also submitted daylight analysis, however it is noted that this does not reference any of the guidance of the BRE document.
- 6.97 In terms of direct sunlight and overshadowing, the BRE standards outline that habitable windows of existing development should not receive less than 25% of the existing level of annual probable sunlight hours (APSH) in the summer months and 5% in the winter months. This applies to habitable windows within 90 degrees due south. In addition, for a development to have an acceptable impact on adjoining amenity area, 50% of the space should receive at least 2 hours of sunlight on 21st March.
- 6.98 Whilst no assessment has been made of the sunlight, officers have assessed the overshadowing diagrams provided. These diagrams highlight that the neighbouring property at 140 Sydenham Road retains a significant level of sunlight in the morning and early afternoon hours. It is acknowledged that there would be overshadowing of 140 Sydenham Road in the late afternoon and evening, although this is unlikely to reduce the level below the BRE guide standards. It is also considered that the level of sunlight in the rear garden at 140 Sydenham Road would not be reduced below 2 hours on 21 March, given the level of sunlight received in the morning and early afternoon.
- 6.99 In terms of daylight, the BRE guide states that the vertical sky component (VSC), which is a measure of the amount of visible sky available from a point on a vertical plane, is the main test used to assess the impact of development on neighbouring properties. This test is applied to the main opening of each habitable room.

6.100 The proposed development would be built to the side of 140 Sydenham Road with no part of the building containing the flats extending significantly closer to the main habitable windows at 140 Sydenham Road. Therefore the building containing the flats would not reduce the element of VSC from the windows at 140 Sydenham Road. As such, the proposed development is not considered to adversely impact on daylight into the adjoining habitable rooms at 140 Sydenham Road.

6.101 It is noted that the building containing the flats would be constructed close to the side elevation windows at 140 Sydenham Road. However, as these windows benefit stairwells, halls and bathrooms, the loss of light into these windows is not considered to significantly impact on the amenity of the adjoining property at 140 Sydenham Road.

b) Impact on Visual Amenities

6.102 The proposed building containing the flats would extend significantly closer to the main habitable windows at 140 Sydenham Road, whilst being stepped away from the boundary, the building would still extend 9m beyond the existing rear elevation of 140 Sydenham Road at a significant height of 4.3m. Therefore the building containing the flats, considering the depth and height of the brick elevation, would be noticeably bulky, especially when viewed from the roof terrace of 140 Sydenham Road. Therefore officers consider that there would be an impact on the visual amenities of neighbouring residents at 140 Sydenham Road in terms of the overbearing impact.

6.103 However, whilst the impact of the development would be noticeable to the adjoining residents at 140 Sydenham Road, it should be noted that the roof terrace of 140 Sydenham Road retains significant vistas towards the south and east. Furthermore, there is a significant amount of amenity space to the rear terrace of 140 Sydenham Road which extends from the subject site that would retain appropriate visual amenity for the benefit of the residents. Officers have visited 140 Sydenham Road and consider that, as a result of these uninterrupted vistas away from the proposed development and larger garden space of 140 Sydenham Road, the impact on visual amenities of the neighbouring residents of 140 Sydenham Road is acceptable on balance.

6.104 In addition to the above, officers note that the site is located on the main road of Sydenham District Town Centre. With this in mind, the level of visual amenity which will be retained for the neighbouring property 140 Sydenham Road after the construction of the proposed development would still be significant when compared to similar properties within Sydenham Town Centres.

6.105 Overall, whilst officers do acknowledge that the visual amenity of 140 Sydenham Road and would be adversely affected as a result of the development, it is considered that this impact would not be significant enough to warrant a refusal. Therefore the proposal is considered acceptable on balance.

c) Loss of Privacy

6.106 The proposed building containing the flats would have high level windows in the west elevation which face 140 Sydenham Road. These windows would be obscure glazed to reduce overlooking into the adjoining property at 140 Sydenham Road.

6.107 The application has been revised from the previously refused scheme to have both of the bedroom of the dwellinghouses are front facing which means that no windows would be facing the rear garden of 140 Sydenham Road. As such there would be no loss of privacy to 140 Sydenham Road.

7.0 Local Finance Considerations

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

8.0 Equalities Considerations

- 8.1 Section 149 of the Equality Act 2010 ("the Act") imposes a duty that the Council must, in the exercise of its functions, have due regard to:-
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and those who do not;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 8.2 The protected characteristics under the Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 8.3 The duty is a "have regard duty" and the weight to attach to it is a matter for the decision maker bearing in mind the issues of relevance and proportionality.
- 8.4 Officers consider that in this matter there is minimal impact on equality and the proposed development is therefore acceptable.

9.0 Conclusion

- 9.1 In addition to the two dwellinghouses, the proposed development would introduce a mixed use scheme with A1/A2 retail units on the ground floor and residential above in the building containing the flats. The existing building is not considered to have heritage or architectural value and the demolition and redevelopment of the site for mixed use is considered acceptable in principle.
- 9.2 The density is considered to be in line with the relevant density range of the London Plan. Furthermore, the scale, design and materials are considered to be compatible and of satisfactory quality within the existing streetscene. Overall the design is acceptable.
- 9.3 The proposed accommodation is considered to meet the standards of the technical housing standards, London Plan Housing SPG and DM Policy 32 and therefore is considered to be acceptable. Furthermore, whilst there are some impacts on the adjoining properties at 140

Sydenham Road and 3 Knighton Road, officers consider that they can either be made acceptable through condition or are not significant enough to warrant a refusal.

9.4 The applicant has submitted information which confirms that the proposed car free development would be acceptable. Furthermore, given the good public transport access and provision of cycle parking spaces through condition, the proposed development is not considered to have a significant impact on the local highway in terms of parking. In addition, any remaining highway matters such as deliveries and refuse are considered appropriate.

9.5 Overall, officers consider that the scheme for the redevelopment of the 138 Sydenham Road is acceptable.

RECOMMENDATION

GRANT PERMISSION subject to the following conditions:-

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

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

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

E.01; E.02; E.03; E.04; E.05; E.06; E.07; P.59; Site Location Plan (received 29th January 2016); Transport Statement; BREAM UK New Construction 2014 Pre-Assessment Estimator Report; Energy Statement (received 16th February 2016); Design & Access Statement; Sustainable Design and Construction Statement (received 8th March 2016); P.80A; P.81A; P.82A; P.83A; P.84A; P.85A (received 17th May 2017); P.70B; P.71C; P.72C; P.73C; P.74C; P.75C; P.76C; P.77C; P.78C (received 4th September 2017).

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

(3) No development shall commence on site until 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) Details of best practical measures to be employed to mitigate noise and vibration arising out of the construction process

(c) 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.

Reason: In order that the local planning authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply with 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).

- (4) (a) The retail units hereby approved shall achieve a minimum BREEAM Rating of 'Excellent'.
- (b) No development (with the exception of demolition) shall commence until a Design Stage Certificate for each building (prepared by a Building Research Establishment qualified Assessor) has been submitted to and approved in writing by the local planning authority to demonstrate compliance with part (a).
- (c) Within 3 months of occupation of any of the buildings, evidence shall be submitted in the form of a Post Construction Certificate (prepared by a Building Research Establishment qualified Assessor) to demonstrate full compliance with part (a) for that specific building.

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).

- (5) No development shall commence above ground level on site until a detailed schedule and samples of all external materials and finishes, windows, roof coverings and balcony treatments to be used on the buildings have been constructed as a sample panel for review by officers on site and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the local planning authority may be satisfied as to the external appearance of the buildings and to comply 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).

- (6) (a) No development shall commence above ground level on site until details showing the physical fit out and shop front design of the retail units hereby approved have been submitted to and approved in writing by the local planning authority. Such information should demonstrate the location of the fascia sign, any shutter/grill box, the window system, the stall riser (if included), canopies, awnings and the entrance.
- (b) The development shall be constructed in full accordance with the approved details.

Reason: To secure viable retail units which would positively add to the viability of the Sydenham District Town Centre, as well as ensure 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 19 Shop fronts, signs and hoardings of the Development Management Local Plan (November 2014).

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

Reason: In order that the local planning authority may be satisfied with the provisions for recycling facilities and refuse storage in the interest of safeguarding the amenities of neighbouring occupiers and the area in general, in compliance with DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014) and Core Strategy Policy 13 Addressing Lewisham waste management requirements (2011).

- (8) (a) A minimum of 10 secure and dry cycle parking spaces shall be provided within the block of flats and 2 secure and dry cycle parking spaces shall be provided within the curtilage of each of the dwellinghouses.
- (b) No development shall commence above ground level on site until the full details of the cycle parking facilities have been submitted to and approved in writing by the local planning authority.
- (c) All cycle parking spaces shall be provided and made available for use prior to occupation of the development and maintained thereafter.

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

- (9) (a) The development shall be constructed with a living roof in accordance with plan nos. P.75 C and P.84A hereby approved and maintained thereafter.
- (b) Prior to the commencement of above ground works, details of the living roof shall be submitted to and approved in writing by the local planning authority. These details shall include:-
- (i) Details of the plant species; and,
- (ii) A guarantee and/or maintenance contract over two growing seasons.
- (c) 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.
- (d) 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) , 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).

- (10) Prior to the commencement of above ground works, details of privacy screening to the first floor rear windows of the dwellinghouses hereby approved shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with these details and permanently retained.

Reason: To ensure the proposed development does not adversely impact on the neighbouring property in terms of overlooking, in compliance with DM Policy 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014).

- (11) The development shall operate in accordance with the Delivery and Servicing Plan included in the Transport Statement hereby approved from the first occupation and shall be adhered to in perpetuity.

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

- (12) All window and door openings shall be constructed with minimum 200mm deep external reveals.

Reason: To ensure that the local planning authority may be satisfied as to the external appearance of the building and to comply 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).

- (13) Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), no satellite dishes or plumbing or pipes, other than rainwater pipes, shall be fixed on the front elevation of the buildings.

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).

- (14) No extensions or alterations to the dwellinghouses hereby approved, whether or not permitted under Article 3 to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 9as amended) (or any order revoking, re-enacting or modifying that Order) of that Order, shall be carried out without the prior written permission of the local planning authority.

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

- (15) The whole of the amenity space (including roof terraces and balconies) as shown on the plans hereby approved shall be retained permanently for the benefit of the occupiers of the residential units hereby permitted.

Reason: In order that the local planning authority may be satisfied as to the amenity space provision in the scheme and to comply with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and DM Policy 32 Housing Design, layout and space standards.

- (16) (a) No development shall commence above ground level until full written details, including relevant drawings and specifications of the proposed works of sound insulation against airborne noise to meet $D'nT,w + C_{tr}$ dB of not less than 55 for walls and/or ceilings where residential parties non domestic use shall be submitted to and approved in writing by the local planning authority.
- (b) The development shall only be occupied once the soundproofing works as agreed under part (a) have been implemented in accordance with the approved details.
- (c) The soundproofing shall be retained permanently in accordance with the approved details.

Reason: In the interests of residential amenity and to comply with DM Policy 26 Noise and vibration, DM Policy 31 Alterations and extensions to existing buildings including residential extensions, DM Policy 32 Housing design, layout and space standards, and DM Policy 33 Development on infill sites, backland sites, back gardens and amenity areas the Development Management Local Plan (November 2014).

- (17) The development hereby approved shall not be occupied until the existing vehicular access has been closed, the highway reinstated and the new access has been constructed in accordance with the permitted plans.

Reason: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway and to comply with the Policy 14 Sustainable movement and transport of the Core Strategy (June 2011).

- (18) The new windows to be installed in the eastern elevation of the block of flats hereby approved shall be fitted as obscure glazed and non-opening below 1.7m from the finished floor level and retained in perpetuity.

Reason: To avoid the direct overlooking of adjoining properties and consequent loss of privacy thereto and to comply with DM Policy 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014).

INFORMATIVES

- (A) **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.
- (B) The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.
- (C) It is the responsibility of the owner to establish whether asbestos is present within their premises and they have a 'duty of care' to manage such asbestos. The

applicant is advised to refer to the Health and Safety website for relevant information and advice.

- (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) You are advised that all construction work should be undertaken in accordance with the "London Borough of Lewisham Code of Practice for Control of Pollution and Noise from Demolition and Construction Sites" available on the Lewisham web page.
- (F) 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.
- (G) 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.
- (H) The applicant is advised that conditions 3 (Construction Management Plan), 4 (BREEAM), 5 (materials), 6 (shop fit-out and shop front design), 7 (refuse storage) and 8 (cycle storage) all require details to be submitted to and approved in writing by the Council prior to the commencement of development, which includes any demolition. In addition, conditions 9 (living roof) and 10 (privacy screens) require details to be submitted prior to the commencement of above ground works.

It is considered that the details relating to the Construction Management Plan are required prior to demolition to ensure no adverse impact during this phase of development. Furthermore, securing high quality materials and appropriate design of the shop front is essential prior to the commencement of development on site, as is the cycle and refuse stores.

It is considered that securing details with regard to the living roof and privacy screens is essential prior to the above ground works being completed, bearing in mind the importance in securing appropriate details.