

Committee	PLANNING COMMITTEE B	
Report Title	219 Sydenham Road SE26 5HF	
Ward	Sydenham	
Contributors	Simon Vivers	
Class	PART 1	15 March 2018

Reg. Nos. DC/17/104391

Application dated 03/11/2017

Applicant Mr Lawton

Proposal Demolition of existing dwelling and construction of a 5 storey building comprising 5 self-contained units (1 x 3 bed, 4 x 2 bed) together with associated tree removal, landscaping and refuse and cycle storage at 219 Sydenham Road, SE26

Applicant's Plan Nos. 162SY – 001A; 162SY – 010A; 162SY – 011; 162SY - 012; 162SY - 013, 162SY - 014; 162SY - 015A; 162SY - 021A; 162SY - 022A; 162SY - 023A, 162SY - 024A; 162SY - 115A; 162SY - 100A; 162SY - 400; Transport Statement (TPP); Design and Access Statement (Turner Architects), Energy and Sustainability Statement (be); Daylight and Sunlight Study (be); Arboricultural Survey Report and Impact Assessment (ref: UP00167-R01-A); Planning Statement (Firstplan) (received 3 November 2017); 162SY – 101K; 162SY – 102L; 162SY – 103K; 162SY – 104K; 162SY – 105G; 162SY – 110G; 162SY – 201H (received 14 December 2017); 162SY – 101L; 162SY – 210; 162SY – 204K; 162SY – 500A (received 4 January 2018); 162SY – 202H; 162SY – 203K (received 5 January 2018)

Background Papers

- (1) Case File LE/180/219/TP
- (2) Local Development Framework Documents
- (3) The London Plan

Designation

- (1) PTAL 3
- (2) Area of Archaeological Priority - Sydenham
- (3) Not in a Conservation Area
- (4) Not a Listed Building
- (5) B Road

Screening N/A

1.0 Property / Site Description

1.1 The subject site is situated on the northern side of Sydenham Road, east of the junction with Kent House Road. The site is rectangular, with a frontage of 10.5m and depth of

43.0m. At a depth of 22.0m, the property widens to a width of 15.3m. The site has an area of 535m². The site has a slight north to south slope, towards Sydenham Road.

- 1.2 The site contains a detached two storey single dwelling building with four bedrooms, set back from the western boundary and flush with the eastern boundary. The building has a height of 8.6m, width of 8.3m and depth of 10.4m. A single storey part-width rear extension adds 1.6m. The building has a flat roofed appearance owing to a front parapet.
- 1.3 The site does not contain any significant vegetation. Category C (low value) trees are located around the rear perimeter. The site is not affected by any Tree Preservation Orders.
- 1.4 The site has a crossover to Sydenham Road with space for off street parking of two vehicles.
- 1.5 The immediate surrounding area is residential in nature, but moves a mix of residential and commercial further to the west (towards the Sydenham Road shopping parade).
- 1.6 The adjacent property to the west is 217 Sydenham Road, which is a post war four storey flatted development (6 units) with a pitched roof, with a maximum height of 13.4m and eave height of 10.5m.
- 1.7 The adjacent property to the east is 221 Sydenham Road, which is a 3 storey (plus basement) Georgian building containing two flats.
- 1.8 Further to the west is a three storey flatted development on the corner of Sydenham Road and Addington Grove. Land to the rear is open space part of Grove Court, which is a flatted development fronting Addington Grove.
- 1.9 The site is not located within a Conservation Area or affected by an associated Article 4 Direction. The site is not located in the vicinity of any locally or nationally listed buildings. The site is not within an area of Special Local Character, and does not form a non-designated heritage asset.
- 1.10 The site has a PTAL rating of 4, based on a scale of 1-6 with 6 being the highest.
- 1.11 Sydenham Road is part of the Transport or London Road Network.

2.0 Planning History

- 2.1 The site has no known planning history
- 2.2 Pre-application advice was given regarding the current scheme.
- 2.3 PRE/16/002276 – Pre-application enquiry for the construction a six-storey building at the front of the site, two-storey mews building at the rear of the site (9 units in total) and 7 car parking spaces. This proposal was unacceptable, in particular in terms of its bulk and scale, excessive parking provision and impact on the amenity of adjoining occupiers.
- 2.4 PRE/17/101152 – Pre application enquiry for the construction of a five-storey building at the front of the site with 8 units, and no car parking. This proposal was objectionable on the grounds of scale and resultant impacts.
- 2.5 The subject application is a further iteration of this proposal. In terms of scale, the depth is substantially reduced which also improves the impact on the amenity of adjoining occupiers.

2.6 In both pre-applications no concerns were raised regarding the principle of demolition of the building, provided that the replacement building was of suitable quality and housing mix.

3.0 Current Planning Application

3.1 The application seeks approval for demolition of existing dwelling and construction of a 5 storey building comprising 5 self-contained units (1 x 3 bed, 4 x 2 bed) together with associated tree removal, landscaping and refuse and cycle storage at 219 Sydenham Road, SE26

3.2 The proposal would have a maximum height of 13.8m, width of 10.0m and depth of 11.0m at levels 2 – 5. A part width 6.4m wide x 4.12m deep ground floor rear projection would extend off the main building line, in relation to the ground floor only.

3.3 The ground floor would set the footprint of the building. Floors 1 – 3 would incorporate a 1.5m wide and 4.25m deep inset at the front elevation toward the western side, before increasing to the full width of the building towards the rear.

3.4 Floor 4 (the fifth storey) would be inset 2.6m from the western boundary, for a depth of 4.5m, and 300mm – 500mm from other front and side boundaries.

3.5 The massing of the proposal would be split into two main forms, with ground – third floor constructed in a brick cladding with concrete pillars, and the fourth floor (fifth storey) constructed of Reglit (glass channel) cladding.

3.6 The proposal would include associated hard and soft landscaping to all external areas and would also include a dedicated refuse storage area in the front setback. Cycle storage would be provide undercover, in an area between the main entrance and communal garden area.

3.7 Dedicated private outdoor space would be provided to the ground floor unit (48m²) and rear balconies to other units. A communal garden would be occupy the main rear part of the site.

3.8 One tree (category C) would be removed as part of the application, and is located within the rear garden.

3.9 As part of the application, the off street parking would be removed, and the driveway crossover would be required to be reinstated.

3.10 The proposal would have the following accommodation:

Table 1.1 - Accommodation

Unit type	Unit size (GIA)	Policy requirements	Room sizes (approximate)
Unit 1 (Ground Floor)			
3b5p	86m ²	GIA: 86m ² PoS: 8m ²	Living/kitchen: 29.7m ² Bedroom 1: 15.1m ² Bedroom 2: 13.6m ² Bedroom 3: 9.5m ² PoS: 48m ²
Unit 2 – 4 (First – Third Floors)			
2b4p	70m ²	GIA: 70m ² PoS: 7m ²	Living/kitchen: 31.5m ² Bedroom 1: 13.8m ² Bedroom 2: 12.0m ² PoS: 7m ²
Unit 5 (Fourth Floor)			
2b3p	64.6m ²	GIA: 61m ² PoS: 6m ²	Living/kitchen: 28.6m ² Bedroom 1: 10.7m ² Bedroom 2: 12.0m ² PoS: 7m ²

Supporting Documents

3.11 The applicant has submitted the following supporting documents:

- Design & Access Statement
- Daylight/Sunlight Assessment
- Energy and Sustainability Statement
- Transport Statement
- Planning Statement
- Arboricultural Survey Report and Impact Assessment

4.0 Consultation

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

4.2 Adjoining occupiers, Sydenham Ward Councillors and The Sydenham Society were notified of the application. In addition, a site notice was displayed in proximity to the site. Transport for London and Council's Highways Department were consulted as part of the assessment.

Written Responses received from Local Residents and Organisations

4.3 A response from a local resident was received in support of the application, on the following grounds:

- Need for more housing of higher density.
- Existing building is not attractive, and out of keeping with much taller properties in vicinity.

- 4.4 A response from The Sydenham Society was received in objection to the application, on the following grounds:
- The proposed design (in particular, due to the upright roof) would not enhance the streetscape.
 - Newer developments in proximity have pitched roofs, maintaining this typology would provide an element of symmetry to the streetscene.
 - Detailed design does not relate well with neighbouring properties, or historic buildings nearby (Prince Alfred Public House and Wesley Hall)

4.5 The Sydenham Society also noted that a site notice was not displayed outside the property; however it was confirmed by Council's officer to be located on the nearest lamp post on the same side of Sydenham Road towards the Addington Grove junction, which is acceptable.

Highways and Transportation

4.6 No objection in principle, subject to conditions relating to the requirement for reinstatement of redundant crossover and approval of a Construction Management Plan

Transport for London

4.7 No objection in principle, subject to a condition relating to the requirement for approval of a Construction Management Plan.

4.8 Copies of all representations are available to Members to view.

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 (March 2016)

- 5.6 The London Plan was updated on 14 March 2016 to incorporate the Housing Standards and Parking Standards Minor Alterations to the London Plan (2015). The new, draft London Plan was published by the Mayor of London for public consultation on 29 November 2017 (until 2 March 2018). However, given the very early stage in this process, this document has very limited weight as a material consideration when determining planning applications, does not warrant a departure from the existing policies of the development plan in this instance and is therefore not referred to further in this report. The policies in the current adopted London Plan (2016) relevant to this application therefore are:-

- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 5.3 Sustainable design and construction
- Policy 6.9 Cycling
- Policy 6.13 Parking
- Policy 7.4 Local character
- Policy 7.6 Architecture
- Policy 7.14 Improving air quality
- Policy 8.3 Community infrastructure levy

London Plan Supplementary Planning Guidance (SPG)

- 5.7 The London Plan SPG's relevant to this application are:
- Housing (2012)

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
- Core Strategy Policy 1 Housing provision, mix and affordability
- 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 1 Presumption in favour of sustainable development
- DM Policy 2 Prevention of loss of existing housing
- DM Policy 25 Landscaping and trees
- DM Policy 29 Car parking
- DM Policy 30 Urban design and local character
- DM Policy 32 Housing design, layout and space standards

Supplementary Planning Document (August 2006, Updated 2012)

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

6.0 Planning Considerations

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

- Principle of Development
- Design & Scale
- Standard of accommodation
- Impact on Adjoining Properties
- Highways and Traffic Issues
- Landscaping and Biodiversity

Principle of Development

6.2 The existing building is not of any architectural merit, sitting separately and out of place with adjacent buildings. Therefore at the outset its demolition is not resisted in terms of character and heritage matters. Development Management Policy 2 resists the loss of housing by demolition, however in this case the proposal would provide an additional four units to the site, whilst re-providing a family sized unit. On this basis, DM Policy 2 is therefore satisfied.

- 6.3 Core Strategy Policy 1 states that the Council will seek an appropriate mix of dwellings within a development, having regard to the following criteria:
- a. the physical character of the site or building and its setting*
 - b. the previous or existing use of the site or building*
 - c. access to private gardens or communal garden areas for family dwellings*
 - d. the likely effect on demand for car parking within the area*
 - e. the surrounding housing mix and density of population*
 - f. the location of schools, shops, open space and other infrastructure requirements.*

6.4 Together with the lack of merit of the existing building, the proposal generating an uplift in number of units and the development re-providing a family sized 3b5p unit at ground floor, the principle of development is acceptable.

6.5 However, the acceptability is tied to the standard of the replacement building. With this in mind, the Council would only accept a design which would be of high quality and relates successfully to the existing streetscape, and is acceptable in other regards such as its standard of accommodation, highways and transport impacts and its impact on the existing amenity of adjoining occupiers.

Design & Scale

6.6 Paragraph 63 of the National Planning Policy Framework states that 'in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area'. Paragraph 64 states that 'permission should be refused for development of poor design that fails to take the opportunities for improving the character and quality of an area and the way it functions'.

6.7 Urban design is a key consideration in the planning process. Part 7 of 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. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

6.8 London Plan Policies 7.1-7.7 (inclusive) and Core Strategy Policy 15 reinforce the principles of the NPPF setting out a clear rationale for high quality urban design.

6.9 DM Policy 30 supports the Core Strategy as it requires planning applications to demonstrate a site-specific response which creates a positive relationship with the existing townscape whereby the height, scale and mass of the proposed development relates to the urban typology of the area and requires developments to be of a high design quality.

6.10 Noting that the demolition of the existing building is acceptable, DM Policy 30 goes on to state the following regarding the detailed design of the replacement building:

An adequate response to the following detailed matters will be required in planning applications to demonstrate the required site specific design response:

- a. 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*

- b. *height, scale and mass which should relate to the urban typology of the area as identified in Table 2.1 Urban typologies in Lewisham*
- c. *layout and access arrangements. Large areas of parking and servicing must be avoided*
- d. *how the scheme relates to the scale and alignment of the existing street including its building frontages*
- e. *the clear delineation of public routes by new building frontages, with convenient, safe and welcoming pedestrian routes to local facilities and the public transport network, including meeting the needs of less mobile people and people with young children*
- f. *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*
- g. *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*
- h. *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*
- i. *new development must be sustainably designed and constructed in compliance with Core Strategy Policies 7 and 8*
- j. *where there is an impact on a heritage asset a statement will be required that describes the significance of the asset, including its setting, and an assessment of the impact of the proposals upon that significance.*

- 6.11 The proposal would be five storeys high, and with a maximum height of 13.8m. While a substantial increase over the existing dwelling, it would sit comfortably in height between 217 and 221 Sydenham Road and in context with the surrounding streetscene and pattern of development. In terms of proportions, the eaves height for the fourth floor would be consistent with neighbouring properties. In addition, through its proposed siting and footprint being consistent with neighbouring buildings, overall scale and massing would be similar to adjacent buildings.
- 6.12 The proposal is split in scale, with floor 4 (fifth storey) having smaller proportions and being set back from the floors below, and being constructed from Reglit glass channel cladding as the facing material. The contrasting and lightweight material together with smaller proportions results in a fifth storey, which reads as a subservient addition to the building below.
- 6.13 The Sydenham Society has raised objection to the flat and upright roof in relation to the surrounding pitched roofs. While it is noted that there is a prevalence of pitches roofs, they of varying forms and tied to a range of building styles (for example, 217 and 219 Sydenham Road are both have pitched roofs, but in distinctly different forms). In this context, there is limited argument for adopting of a pitched roof typology in relation to an identifiably modern and contemporary proposal.
- 6.14 The external facing materials would consist of grey coloured sandblasted concrete with grey-brown brickslips and the previously mentioned Reglit opaque glass channel cladding. Windows and doors would be aluminium framed. Clear glazing would be provided to front elevation Juliet balconies, and a mix of obscure glazing (at the eastern edges) and metal railings to rear balconies.

- 6.15 The fenestration would be provided with relief through horizontal concrete banding signalling each change in floor level, as well incorporating vertical banding at the front elevation, providing further articulation and establishing proportions which match window openings. Overall the appearance would be high quality and contextual, and restore the appearance of the streetscene, taking subtle but distinctive cues from the adjacent Wesley Hall.
- 6.16 Notwithstanding the general acceptability of the materials, it is recommended that conditions are secured which require the submission of further details and samples of the external materials, to ensure that the scheme is developed to the requisite high quality.
- 6.17 Proposed landscaping to the rear includes a large communal area and smaller exclusive garden for the ground floor unit (48m²). Plantings include Cherry, Pear and Maple trees. The front garden would include the planting of a Cherry and Maple tree, together with lower height landscaping. A low height front boundary wall would be installed, which would then form the side of the internal footpath from the street to the entrance door. This arrangement is supported from a design perspective.
- 6.18 While hard and soft landscaping has been conceptually shown and are acceptable, it is recommended that conditions are applied requiring the approval of further details to ensure that this element of the scheme is developed to a high quality.
- 6.19 In summary, the proposed building is considered to represent a high quality, contemporary design that would respect and compliment the character of the surrounding area, and soundly justifies the loss of the existing building. The development is appropriate in scale, height and massing, that acknowledges the general form of development within the immediate area.

Housing

a) Mix

- 6.20 The proposal would comprise a 1 x 3 bedroom unit (3b5b, ground floor) and 4 x 2 bedroom units (3 x 2b4p, 1 x 2b3p). For a proposal of this scale, the mix is acceptable. In particular, it is noted that the proposal would retain a family sized unit (3 bedroom plus).

b) Standard of Residential Accommodation

- 6.22 Policy 3.5 'Quality and design of housing developments' of the London Plan requires housing developments to be of the highest quality internally, externally and in relation to their context. This policy sets out the minimum floor space standards for new houses relative to the number of occupants and taking into account commonly required furniture and spaces needed for differing activities and circulation, in line with Lifetime Home Standards.
- 6.23 In addition, the DM Policy 32 also seeks to 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, and any single aspect dwellings provided will require a detailed justification as to why a dual aspect dwelling is not possible and a detailed demonstration that adequate lighting and ventilation can be achieved.
- 6.24 Nationally prescribed space standards were released in March 2015 to replace the existing different space standards used by local authorities. It is not a building regulation

and remains solely within the planning system as a new form of technical planning standard.

- 6.25 As shown in Table 1.1 plans confirm that all the units would meet or exceeded minimum standards. Units 1 – 4 would have a floor to ceiling height of 2.5m, and Unit 5 would have a floor to ceiling height of 2.3m, all of which meet or exceed minimum standards.
- 6.26 Standard 4.10.1 of the Housing SPG sets out the baseline requirements for private open space. The standard requires a minimum of 5sqm to be provided for 1-2 person dwellings and an extra 1sqm for each additional occupant. The minimum depth for all external space is 1500mm. All units within this development would have private amenity space in the form of balconies and garden (at ground floor) which meet and exceed the aforementioned standards. All units would also meet the minimum internal storage standards.
- 6.27 All units would be dual aspect (north and south), and thus would be afforded acceptable levels of outlook and access to daylight/sunlight. Balconies and the ground floor external area would be north facing, which is acceptable as it would not be desirable to establish external amenity facing towards a major thoroughfare.
- 6.28 In terms of standard of accommodation, the proposal is therefore acceptable.

Highways and Traffic Issues

a) Refuse and servicing

- 6.29 The proposal would include covered storage for two 660L Eurobins, situated within the front setback to the side of the entrance footpath. The capacity is acceptable for the proposed development, and furthermore the location is in suitable proximity to the street, and with level access.
- 6.30 The bin storage would be timber clad, and its positioning would integrate with the front and entrance boundary wall treatment.

b) Cycle Parking

- 6.31 Communal cycle parking for 10 cycles is provided within an external, covered and secure cycle parking unit located between the front entrance and access to communal garden.
- 6.32 The number of cycle spaces is in accordance with the London Plan and as such is considered acceptable.

c) Car Parking and Highways

- 6.33 The site fronts Sydenham Road, and has a Public Transport Accessibility Level (PTAL) of 4, where '1' is rated as Poor and '6' is rated as Excellent.
- 6.34 The council's Highways Officer has been consulted and assessed the proposed development. Having considered the parking survey data submitted with the application and the level of car ownership in the surrounding area, a car-free scheme is considered acceptable in this location. It is also noted that the London Plan encourages car-free or lower car parking provision (defined as car-limited) in areas of good public transport accessibility.
- 6.35 The council's Highways Officer requested that a condition is applied which requires the reinstatement of the dropped kerb, at the applicants expense. As such, a condition is recommended to be applied to the decision notice.

d) Construction

- 6.36 A full Construction Management Plan is recommended to be secured by condition, noting the extent of works and frontage to a main road.

Impact on Adjoining Properties

- 6.37 Development Management Policy 32 requires the siting and layout of all new-build housing to respond positively to the site specific constraints and opportunities, as well as being attractive, neighbourly, provide a satisfactory level of outlook and natural lighting for both future and existing residents and meet the functional needs of future residents. All new-build housing will be required to be sited to minimise disturbance from incompatible uses and be well located in relation to public transport with a high quality pedestrian environment.
- 6.38 The proposal would be situated on the northern side of Sydenham Road, and between two properties. As the proposal is not to south of any neighbouring buildings and replicates the existing and detached general footprint, the proposal would inherently not cause an excessive loss of daylight/sunlight or overshadowing.
- 6.39 In support, the applicant has submitted a daylight/sunlight assessment, which concludes that there is no significant difference between existing and proposed scenarios in terms of Vertical Sky Component and Annual Probable Sunlit Hours.
- 6.40 Additionally, it is noted that 221 Sydenham Road has a blank flank elevation facing towards the site and the flank elevation of 217 Sydenham Road facing towards the site is limited to a series of smaller windows, which would not offer any notable outlook or daylight/sunlight access to associated units (main opportunities would remain at north and south elevations).
- 6.41 As the proposal generally replicates the existing footprint, together with neighbouring properties having minimal openings towards the site, the proposal would also not cause any unreasonable harm in terms of outlook. The single storey rear part would not be located in proximity to neighbouring boundaries, is of a modest height and thus would not cause harm to the outlook of adjoining properties.
- 6.42 Rear balconies would be provided with obscure glazed screening to the eastern side, therefore restricting the angle of views over the rear garden of 221 Sydenham Road to acceptable levels. It is noted that the proposal would not have any habitable windows which would face directly towards neighbouring properties.
- 6.43 The proposal would also not be harmful to any occupier to the rear, given the separation distance is in the order of 25m.

Landscaping and Biodiversity

- 6.44 As the site is not within a Conservation Area or affected by any Tree Preservation Orders, the removal of the (low quality) category C tree is considered acceptable, as it is not of any notable significance. Furthermore, the replacement planting tied in with the conceptual landscaping would be conditioned to ensure that it contributes to a high quality communal space as well as improving the existing appearance of the property and wider streetscene.
- 6.45 The removal of the existing building does not raise concerns in terms of a loss of habit or similar matters, largely due to its urban context and design being relatively modern with minimal openings being unlikely to support the roosting of bats or other species.

7.0 Local Finance Considerations

7.1 Under Section 70(2) of the Town and Country Planning Act 1990 (as amended), a local finance consideration means:

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

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

7.3 The Mayor of London's CIL is therefore a material consideration. CIL is payable on this application.

8.0 Community Infrastructure Levy

8.1 The proposed development is CIL liable.

9.0 Equalities Considerations

9.1 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.

9.2 The protected characteristics under the Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

9.3 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.

9.4 Equality issues have been duly considered as part of the assessment of this application. It is not considered that the application would have any direct or indirect impact on the protected characteristics.

10.0 Conclusion

10.1 This report has considered the proposals in the light of adopted development plan policies and other material considerations including information or representations relevant to the environmental effects of the proposals.

10.2 It is considered that the scale of the proposed development is acceptable, that the building has been designed to respond to the context, and that the development would provide a high standard of accommodation for future occupiers while not adversely impacting on the amenity of adjoining occupiers.

11.0 **RECOMMENDATION: GRANT PERMISSION** subject to the following conditions:

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:

162SY – 001A; 162SY – 010A; 162SY – 011; 162SY - 012; 162SY - 013, 162SY - 014; 162SY - 015A; 162SY - 021A; 162SY - 022A; 162SY - 023A, 162SY - 024A; 162SY - 115A; 162SY - 100A; 162SY - 400 (received 3 November 2017); 162SY – 101K; 162SY – 102L; 162SY – 103K; 162SY – 104K; 162SY – 105G; 162SY – 110G; 162SY – 201H (received 14 December 2017); 162SY – 101L; 162SY – 210; 162SY – 204K; 162SY – 500A (received 4 January 2018); 162SY – 202H; 162SY – 203K (received 5 January 2018)

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 (including for Demolition) 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, including prevention of blocking of the footway and carriageway
 - (iv) Prevention of storage of skips of construction materials on the Transport for London Road Network.
- (e) Security Management (to minimise risks to unauthorised personnel).
- (f) Details of the training of site operatives to follow the Construction Management Plan requirements.
- (g) Details of demolition method, including management of asbestos material.

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 (2015).

4. (a) Notwithstanding the details hereby approved, no development above ground level shall commence until the following has been submitted to and approved in writing by the local planning authority:
- 1:10 detailed section drawings of front elevation doors and windows (including Juliet balconies)
 - samples (via sampleboard) of brickwork, mortar and concrete in accordance with details specified on drawing 162SY- 210
 - sample of Reglit opaque glass in accordance with details specified on drawing 162SY- 210
 - specifications (via schedule) of windows and doors, Juliet balconies, rear balcony screening, paving and front elevation boundary treatment.

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

Reason: In order that the local planning authority may be satisfied as to the external appearance and detailed treatment of the proposal and to comply with 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.

5. Refuse storage shall be provided in accordance with drawing 162SY - 115 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 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).

6. (a) A minimum of 10 secure and dry cycle parking spaces shall be provided within the development in accordance with drawing 162SY - 101L.
- (b) 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).

7. (a) No above ground works shall commence on site until drawings showing hard landscaping of any part of the site not occupied by buildings (including details of the permeability of hard surfaces) have been submitted and approved in writing by the local planning authority.
- (b) All hard landscaping works which form part of the approved scheme under part (a) shall be completed prior to occupation of the development.

Reason: In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Policies 5.12 Flood risk management and 5.13 Sustainable Drainage in the London Plan (2015), Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and Development Management Local Plan (November 2014) Policy 25 Landscaping and trees, and DM Policy 30 Urban

design and local character.

8. (a) A scheme of soft landscaping (including details of any trees or hedges to be retained and proposed plant numbers, species, location and size of trees and tree pits) and details of the management and maintenance of the landscaping for a period of five years shall be submitted to and approved in writing by the local planning authority prior to construction of the above ground works.
- (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.

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).

9. The development hereby approved shall not be occupied until the existing driveway crossover has been closed and the kerb reinstated.

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).

10. The use of the flat roof hereby approved shall be as set out in the application and no development or the formation of any door providing access to the roof shall be carried out, nor shall the roof area be used as a balcony, roof garden or similar amenity area.

Reason: In order to prevent any unacceptable loss of privacy to adjoining properties and the area generally 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 of the Development Management Local Plan (November 2014).

11. a) The detailed design for each dwelling hereby approved shall meet the required standard of the Approved Document M of the Building Regulations (2015) as specified in the schedule below:

Unit reference number:	Approved Document M (2015) Access Requirement:	Dwelling type:
All units	M4(2)	Accessible and adaptable

- (b) No development shall commence above ground level until written confirmation from the appointed building control body has been submitted to and approved in writing by the local planning authority to demonstrate compliance with part (a).

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

Reason: In order to ensure an adequate supply of accessible housing in the Borough in accordance with Policy 1 Housing provision, mix and affordability and Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and 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. 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>
- C. 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.
- D. The applicant is advised that Condition 3 requires details to be submitted prior to the commencement of works due to the importance to minimise disruption on the local highway network and to the amenity of surrounding properties during construction.