

Committee	PLANNING COMMITTEE A	
Report Title	54 AVONLEY ROAD, LONDON, SE14 5EW	
Ward	NEW CROSS	
Contributors	Russell Brown	
Class	PART 1	12th April 2018

Reg. Nos. DC/17/103958

Application dated 06.10.2017

Applicant Horn & Horne LLP

Proposal The change of use of 54 Avonley Road, SE14 from a vehicular repair and MOT centre (Use Class B2) to residential (Use Class C3) in the form of 9 residential units by demolishing three buildings and constructing three new buildings, together with associated landscaping and parking.

Applicant's Plan Nos. 926-ExS00 P2; 926-ExS01 P2; 926-EGA00 P2; 926-EGARF P2; 926-DE00 P2; 926-EXGE01 P2; 926-EXGE02 P2; 926-EXGE03 P2; 926-EXGS01 P2; 926-EXGS02 P2; 926-S00 P2; 926-S01 P2; 926-GE05 P2; 926-GS01 P2; 926-GS02 P2; 926-GAM-Type A P2; 926-GAM-Type B P2; 926-GAM-Type C P2; Planning Statement (Pegasus - Oct 17); Design & Access Statement (October 2017 - Horn & Horne LLP); Built Heritage & Archaeological Assessment (Pegasus - October 17); Flood Risk Assessment (Geo SMART - March 17); Arboricultural Impact Assessment (Tree Environmental Practice - 3rd Oct 2017); Marketing Update Report (Brasier Freeth – Oct 17); Structural Report; Daylight & Sunlight Report (CHP Surveying Ltd - 2nd Oct 17); Transport Statement (CANEPARO ASSOCIATES- Sept 17); Daytime Bat Scoping Survey Report (REC - April 17); Viability Statement (Acorn – March 17); Phase I & II Geo-Environmental Report (eps - Sept 17) Received 9th October 2017

TR002 Rev A; 926-LA02-P3 Received 21st November 2017

926-GE04-P4; 926-LA03-P2 Received 5th December 2017

926_171217_54 Avonley Road; 926-GA00-P5; 926-GA01-P5; 926-GAM-Unit 1-P4; 926-GAM-Units 2 & 3-P4; 926-GAM-Units 4 & 5-P3; 926-GAM-Units 6 & 7-P4; 926-GAM-Units 8 & 9-P5; 926-GE01-P5; 926-GE02-P3; 926-GE03-P3; 926-LA01-P5 Received 12th December 2017

Fire Service Access Received 2nd February 2018

Transport Note Received 8th February 2018

Dust Mitigation Method Statement Received 6th March

2018

Background Papers

- (1) Case File LE/14/54/TP
- (2) Core Strategy (June 2011)
- (3) Development Management Local Plan (November 2014)
- (4) London Plan (March 2016)

Designation

Hatcham Conservation Area

Screening

N/A

1.0 Introduction

1.1 This application was presented at Planning Committee A on 16 January 2018, where it was resolved that the decision be deferred pending submission of further details in respect of

- the proposed access to the development site, particularly for fire engines,
- the proposed lighting, and
- car park management.

1.2 The applicant has subsequently submitted a dust mitigation method statement as well as risk assessment for dust and aerated particles to address previously proposed Condition (4).

1.3 Furthermore, consultation responses have subsequently been received by Historic England and the London Fire & Emergency Planning Authority.

Publication of the Draft London Plan for consultation

1.4 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.

2.0 Planning Considerations (deferred matters)

Access

2.1 Part B (Backland sites), point 6a of DM Policy 33 states that new development on sites of this type will only be permitted where they provide a proper means of access and servicing which is convenient and safe both for drivers and pedestrians.

2.2 The applicant has submitted further information in the form of an addendum Transport Note and a report stating that the fire strategy for the site meets the requirements of BS9991: *Fire safety in the design, management and use of residential buildings – code of practice* and the relevant Building Regulations.

2.3 The former document states that the site access route from Avonley Road and the communal parts of the driveway would continue to be a legal right of way and therefore it would be unlawful to block access. The applicant plans to erect signs advising drivers that any unlawful parking will result in a fine and / or a vehicle being towed away. They confirmed that they would be amenable to the erection of 'Give Way' signs for vehicles exiting the site, traffic lights or on-street mirrors in order to regulate and control movement, which could be secured via condition (proposed condition 24).

- 2.4 Officers acknowledge that the access to this site is narrow, as evidenced by the swept path drawings within Appendix C of the Transport Note, which have been reviewed by the Council's Highways Officer. However, it is considered that the drawings demonstrate that the entry and exit, as well as turning around of a fire engine within the site is possible. As such, the vehicle could access and egress the application site in forward gear. Following revisions, it has been shown that the vehicle would not conflict with the rear boundary treatment (IMG_1404) of 42 Edric Road, which is largely formed of tall vegetation. It is noted that the occupiers of that property have not objected to this scheme. All boundary treatments, including the front of the site, are recommended to be secured by condition.
- 2.5 However, the access at its narrowest point is only 3.5m wide and the London Fire and Emergency Planning Authority (LFEPA) guidance document recommends a minimum width of 3.7m. However, this is not deemed to be a significant issue for the following reasons:
- The standard roadway dimensions require the minimum width at gates to be 3.1m. As this is the case, and the majority of the access path meets the 3.7m width requirement, the site can be approached straight on without the need for manoeuvring.
 - The generalised dimension requirements are intended to provide a conservative design that would allow easy access for the fire service in all situations. This is why the recommended limits are wider than the actual vehicle width of 2.5 m. Even at its narrowest point, there is still 1m clearance, which is well within the minimum requirements detailed by the LFEPA.
- 2.6 In the unlikely instance of a vehicle parking outside a marked parking bay and blocking the access path for the fire tender, there are provisions available to mitigate the spread of fire to allow further travelling distances for the fire brigade. The fire service vehicle may need to stop beyond the recommended 45m distance from the furthest point in the furthest houses (Units 8 and 9), which in this case is 75m and 90m respectively.
- 2.7 The BS 9991 guidance accepts an increase of hose laying distances in the cases where an 'automatic fire suppression system' is provided within the houses. Such systems, like sprinklers, are designed to detect a fire and automatically release an extinguishing agent, traditionally water, to control, suppress and potentially extinguish the fire. These would allow the fire service the additional time necessary to manoeuvre into the site and approach the fire in this unlikely event. The applicant has stated that a sprinkler system would be installed, though it should be noted that the necessity for and securing of such a system would fall under the Building Regulations system.

Lighting

- 2.8 Details of lighting are proposed to be secured by Condition no.16, which requires matters such as lighting levels and spillage, including that the lighting is "the minimum needed for security purposes and that the proposals minimise light pollution from glare and spillage". The securing of detailed lighting design at the planning condition stage is appropriate unless there are significant issues that would inhibit lit areas from a site, such as a highly sensitive ecological habitat. Such issues do not apply to this site and officers are confident that a detailed lighting scheme can be provided by condition and meet both the need to illuminate parts of the site to secure safe access whilst not leading to a material harm to neighbouring amenity.

Car Parking Management

- 2.9 In terms of car parking management, the Transport Note sets out that each space would be allocated to a property and the occupier of that dwelling provided with a parking permit specific to a particular space and which must be on display at all times whilst a vehicle is parked. It confirms that any clandestine use of the parking facilities would be noted and reported to the management company, who would enforce accordingly.

- 2.10 Furthermore, the document states that within the 120m section of Avonley Road between the junctions with Hunsdon Road and Farrow Lane, there were circa 33 unrestricted on-street parking spaces (or 26% of the total) available at the time of the parking survey. This equates to eight or nine spaces being available, giving a figure of 74% parking saturation. Therefore, the proposed painting of double yellow lines at 12m in length on the west side of the road and on the corners of the pavement to either side of the site, resulting in the loss of three car parking spaces and would not cause a significantly adverse impact upon car parking availability. However, waiting restrictions would have to be in place as well, which are recommended to be secured by condition.
- 2.11 The applicant has confirmed that they are willing to cover all necessary costs involved with the implementation of a Traffic Management Order for the implementation of the double yellow lines, which is welcomed by Officers.
- 2.12 Therefore, on balance, Officers are of the opinion that the proposal is acceptable as it has been demonstrated that the access to the site is suitable for fire engines and that all other highways matters have been satisfactorily addressed.

Additional Matters

- 2.13 Proposed condition (4) refers to the need for a scheme to minimise the threat of dust pollution during site clearance and construction works, including demolition. The submitted Dust Mitigation Method Statement outlines the following measures to deal with dust:
- There is an adequate water supply, and run-off would be disposed of in accordance with the appropriate legal requirements.
 - All dust control equipment, site hoarding, barriers and scaffolding is maintained in good condition / kept clean.
 - The provision of cleaned hard standing for vehicles.
 - Vehicles working on site have exhausts positioned, preferably upwards, such that the risk of re-suspension of ground dust is minimised.
 - All vehicles carrying loose or potentially dusty material to or from the site, bins and skips are fully sheeted.
 - Materials with the potential to produce dust are stored away from site boundaries where possible and are covered with sheets, sealed or dampened down.
 - Minimise drop heights from conveyors, loading shovels, hoppers, etc.
 - The provision of a wheel wash station to prevent dust or debris being transferred onto the highway.
 - If any crushing or recycling of materials is to be carried out then they would be wetted down prior & during the process.
 - The use of heras screens (see below)



- 2.14 Officers consider that the proposed measures within the Method Statement would adequately minimise the threat of dust pollution during site clearance and construction and demolition works, and therefore recommend that Condition 4 is not added, as adherence to the Method Statement will instead be incorporated within Condition no.2.
- 2.15 Historic England have concluded that there is no discernible on-going archaeological interest with the site and therefore the archaeological condition can be removed.
- 2.16 The London Fire & Emergency Planning Authority have stated that they are satisfied with the proposals.

Conclusion

- 2.17 Officers have considered the particular circumstances of the application against relevant planning policy set out in the Development Management Local Plan (2014), the Core Strategy (2011), London Plan (March 2016) and the National Planning Policy Framework (2012).
- 2.18 In summary, it is considered that the proposal is acceptable in terms of the principle of development, design, impact on the Conservation Area, standard of accommodation, impact on neighbouring properties, trees, highways, contamination and sustainability / energy. As such, Officers recommend that planning permission be granted subject to the imposition of suitable planning conditions. Please note that condition no.4 is no longer required, all other conditions have been re-numbered, Transport officers have recommended a Delivery & Servicing Plan be secured (new condition no.23) and the off site highways works referred to above have been proposed to be secured through condition no.24.

3.0 RECOMMENDATION A: To agree the proposals and authorise Officers to negotiate and complete a legal agreement to secure a financial contribution of £4,770 to mitigate against the loss of employment floorspace.

8.0 RECOMMENDATION B: Subject to the completion of a satisfactory legal agreement, authorise the Head of Planning to **GRANT PLANNING PERMISSION subject to conditions** (as per the original committee report), including those set out below and with such amendments as are considered appropriate to ensure the acceptable implementation of the development.

- 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:

926-ExS00 P2; 926-ExS01 P2; 926-EGA00 P2; 926-EGARF P2; 926-DE00 P2; 926-EXGE01 P2; 926-EXGE02 P2; 926-EXGE03 P2; 926-EXGS01 P2; 926-EXGS02 P2; 926-S00 P2; 926-S01 P2; 926-GE05 P2; 926-GS01 P2; 926-GS02 P2; 926-GAM-Type A P2; 926-GAM-Type B P2; 926-GAM-Type C P2; Flood Risk Assessment (Geo SMART - March 17); Arboricultural Impact Assessment (Tree Environmental Practice - 3rd Oct 2017); Marketing Update Report (Brasier Freeth – Oct 17); Daylight & Sunlight Report (CHP Surveying Ltd - 2nd Oct 17); Transport Statement (CANEPARO ASSOCIATES- Sept 17); Daytime Bat Scoping Survey Report (REC - April 17); Phase I & II Geo-Environmental Report (eps - Sept 17) Received 9th October 2017

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Transport Note Received 8th February 2018

Dust Mitigation Method Statement Received 6th March 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 has been submitted to and approved in writing by the Local Planning Authority. The plan shall cover:-
- a) A plan (to scale) identifying the site access points and where safe and legal loading can take place
 - b) The location and operation of plant and wheel washing facilities
 - c) Details of best practical measures to be employed to mitigate noise and vibration arising out of the construction process
 - d) Details of construction traffic movements including cumulative impacts which shall demonstrate the following:-
 - i. Rationalise travel and traffic routes to and from the site.
 - ii. Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction related activity.
 - iii. Measures to deal with safe pedestrian movement.
 - e) Security Management (to minimise risks to unauthorised personnel).
 - f) Details of the training of site operatives to follow the Construction Management Plan requirements.

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

Reason: In order 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 Policies 5.3 Sustainable design and construction and 6.3 Assessing effects of development on transport capacity of the London Plan (March 2016).

- 4) (a) No development (excluding demolition of existing buildings and structures) shall commence until the shallow soils / made ground have been removed from the site. An appropriate thickness of clean soil should be reinstated as part of the proposals approved landscaped scheme prior to occupation of the development
- (b) If during any works on the site, contamination is encountered which has not previously been identified ("the new contamination") the Council shall be notified immediately. No further works shall take place on that part of the site or adjacent areas affected, until the below requirements have been complied with in relation to the new contamination.
- i. A desk top study and site assessment to survey and characterise the nature and extent of contamination and its effect (whether on or off-site) and a conceptual site

model have been submitted to and approved in writing by the Local Planning Authority.

- ii. A site investigation report to characterise and risk assess the site which shall include the gas, hydrological and contamination status, specifying rationale; and recommendations for treatment for contamination encountered (whether by remedial works or not) has been submitted to and approved in writing by the Local Planning Authority.
- iii. The required remediation scheme as approved by the Local Planning Authority shall be implemented in full.

Reason: To ensure that the Local Planning Authority may be satisfied that the shallow soils / made ground are of a suitable quality for modern domestic gardens and soft landscaping and to comply with Policy 5.21 Contaminated land of the London Plan (March 2016) and DM Policy 28 Contaminated Land of the Development Management Local Plan (November 2014).

- 5) The building shall be designed and constructed so as to provide sound insulation against external and internal noise and vibration, to achieve levels not exceeding 30dB LAeq (night) and 45dB L_{Amax} (measured with F time weighting) for bedrooms, 35dB LAeq (day) for other habitable rooms, with window shut and other means of ventilation provided. The evaluation of human exposure to vibration within the building shall not exceed the Vibration dose values criteria 'Low probability of adverse comment' as defined BS6472.

Reason: To safeguard the amenities of the occupiers of the proposed dwellings and to comply with DM Policies 26 Noise and vibration, 31 Alterations and extensions to existing buildings including residential extensions and 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014).

- 6) (a) Notwithstanding the details hereby approved, no development shall commence until detailed plans at a scale of 1:20 (apart from the window and door sections that shall be at a scale of 1:5) showing windows, doors, recessed porches, louvres, rainwater goods and boundary treatments for the dwellings have been submitted to and approved in writing by the Local Planning Authority.

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

Reason: In order that the Local Planning Authority may be satisfied as to the detailed treatment of the proposal and to comply with Policies 7.4 Local character, 7.6 Architecture and 7.8 Heritage assets and archaeology of the London Plan (March 2016), Policies 15 High quality design for Lewisham and 16 Conservation areas, heritage assets and the historic environment of the Core Strategy (June 2011) and DM Policies 30 Urban design and local character and 36 New development, changes of use and alterations affecting designated heritage assets and their setting: conservation areas, listed buildings, schedule of ancient monuments and registered parks and gardens of the Development Management Local Plan (November 2014).

- 7) No development shall commence on site until detailed specifications and samples of all external materials and finishes, windows, external doors, roof coverings and wooden cladding, including how it would weather / age, to be used on the buildings have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the Local Planning Authority may be satisfied as to the external appearance of the buildings and to comply with Policies 7.4 Local character, 7.6 Architecture and 7.8 Heritage assets and archaeology of the London Plan (March 2016), Policies 15 High quality design for Lewisham and 16 Conservation areas, heritage assets and the historic environment of the Core Strategy (June 2011) and DM Policies 30 Urban

design and local character and 36 New development, changes of use and alterations affecting designated heritage assets and their setting: conservation areas, listed buildings, schedule of ancient monuments and registered parks and gardens of the Development Management Local Plan (November 2014).

- 8) The refuse facilities as approved by the Local Planning Authority 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 Policy 13 Addressing Lewisham waste management requirements of the Core Strategy (June 2011) and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

- 9) (a) A minimum of 19 secure and dry cycle parking spaces shall be provided within the development.

(b) No occupation of the units shall commence 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 in accordance with the approval above at 11(b).

Reason: In order to ensure adequate provision for cycle parking and to comply with Policy 6.9 Cycling of the London Plan (March 2016) and Policy 14 Sustainable movement and transport of the Core Strategy (2011).

- 10) All hard landscaping works which form part of the approved scheme, and as set out in pages 72 and 73 of the Design & Access Statement (October 2017, Horn & Horne LLP) 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 5.13 Sustainable Drainage and 7.4 Local character in the London Plan (March 2016), Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and Policies 25 Landscaping and trees and 30 Urban design and local character of the Development Management Local Plan (November 2014).

- 11) (a) A scheme of soft landscaping (including details of proposed hedge and 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 Policies 12 Open space and environmental assets and 15 High quality design for Lewisham of the Core Strategy (June 2011) and DM Policies 25 Landscaping and trees and 30 Urban design and local character of the Development Management Local Plan (November 2014).

12) (a) Details of the proposed boundary treatments including any gates, walls or fences for the sides and front of the site shall be submitted to and approved in writing by the Local Planning Authority prior to construction of the above ground works.

(b) The approved boundary treatments shall be implemented prior to occupation of the buildings and retained in perpetuity.

Reason: To ensure that the boundary treatment is of adequate design in the interests of visual and residential amenity, including the security of adjoining occupiers, 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) (a) Details of the location of the two electric vehicle charging points to be provided and a programme for their installation and maintenance shall be submitted to and approved in writing by the Local Planning Authority prior to construction of the above ground works.

(b) The electric vehicle charging points as approved shall be installed prior to occupation of the development and shall thereafter be retained and maintained in accordance with the details approved under (a).

Reason: To reduce pollution emissions in accordance with Policies 6.13 Parking and 7.14 Improving air quality in the London Plan (March 2016) and DM Policy 29 Car parking of the Development Management Local Plan (November 2014).

14) (a) Details of the living roof shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of above ground level works. A 1:20 scale plan of the living roof that includes contoured information depicting the extensive substrate build up and a cross section showing the living roof components shall be submitted for approval. The living roof shall be:

- i. biodiversity based with extensive substrate base (depth shall vary between 80-150mm with peaks and troughs but shall average at least 100mm);
- ii. will include details of how the roof has been designed to accommodate any plant, management arrangements, and any proposed photovoltaic panels and fixings; and
- iii. plug planted with sedum species & seeded with an agreed wildflower mix of species within the first planting season following the practical completion of the building works.

(b) The living roofs shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

(c) Evidence that the roof has been installed in accordance with (a) shall be submitted to and approved in writing by the local planning authority prior to the first occupation of the development hereby approved.

Reason: To comply with Policies 5.10 Urban greening and 5.11 Green roofs and development site environs in the London Plan (March 2016), 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).

15) (a) Prior to occupation of the development a scheme for any external lighting that is to be installed at the site, including measures to prevent light spillage, shall be submitted to and approved in writing by the Local Planning Authority.

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

(c) The applicant scheme should demonstrate that the proposed lighting is the minimum needed for security purposes and that the proposed lighting minimises light pollution, glare and spillage.

Reason: In order that the Local Planning Authority may be satisfied that the lighting is installed and maintained in a manner which will minimise possible light pollution to the night sky and neighbouring properties and to comply with Policy 7.3 Designing out crime of the London Plan (March 2016) and DM Policy 27 Lighting of the Development Management Local Plan (November 2014).

- 16) The wheelchair dwelling hereby approved shall be constructed to be easily adapted as shown on drawing nos. 926-GAM-UNIT 1-P4 and 926-GA00-P5 hereby approved prior to their first occupation.

Reason: To ensure that there is an adequate supply of wheelchair accessible housing in the Borough in accordance with Policies 1 Housing provision, mix and affordability and 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).

- 17) Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), no extensions or alterations to the building, including the insertion of windows (or other openings), shall be undertaken other than those expressly authorised by this permission. Any further alterations shall require 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 in the interests of amenity and privacy of adjoining properties in accordance with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and DM Policies 31 Alterations and extensions to existing buildings including residential extensions, 32 Housing design, layout and space standards and 33 Development on infill sites, backland sites, back gardens and amenity areas of the Development Management Local Plan (November 2014).

- 18) Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), the new windows to be installed in the ground and first floors of the south and south east elevations of Units 8 and 9 hereby approved shall be fitted as obscure glazed (and fixed shut where they are more than 1.7m above internal 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 Policy 7.6 Architecture of the London Plan (March 2016), DM Policies 31 Alterations and extensions to existing buildings including residential extensions, 32 Housing design, layout and space standards and 33 Development on infill sites, backland sites, back gardens and amenity areas of the Development Management Local Plan (November 2014).

- 19) The whole of the amenity space as shown on drawing nos. 926-LA01-P5 and 926-LA02-P3 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 of the Development Management Local Plan (November 2014).

- 20) The whole of the car parking accommodation shown on drawing nos. 926-LA01-P5 and 926-LA02-P3 hereby approved shall be provided prior to the occupation of any dwelling and retained permanently thereafter.

Reason: To ensure the permanent retention of the spaces for parking purposes, to ensure that the use of the buildings does not increase on-street parking in the vicinity and to comply with Policies 6.3 Assessing effects of development on transport capacity and 6.13 Parking of the London Plan (March 2016), Policies 1 Housing provision, mix and affordability and 14 Sustainable movement and transport of the Core Strategy (June 2011) and DM Policy 29 Car parking of the Development Management Local Plan (November 2014).

- 21) No deliveries in connection with construction works shall be taken at or despatched from the site other than between the hours of 08:00 and 18:00 on Mondays to Fridays and 08:00 and 13:00 on Saturdays and not at all on Sundays or Public Holidays.

No work shall take place on the site other than between the hours of 08:00 and 18:00 on Mondays to Fridays and 08:00 and 13:00 on Saturdays and not at all on Sundays or Public Holidays.

Reason: In order to safeguard the amenities of adjoining occupants at unsociable periods and to comply with Paragraph 120 of the National Planning Policy Framework and DM Policies 26 Noise and Vibration and 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014).

- 22) A parking management strategy, including measures for monitoring and enforcement, for the proposed car parking spaces shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the new residential units. The strategy shall be implemented as approved.

Reason: In order to secure designation of each car parking space and to ensure that the use of the buildings does not increase on-street parking in the vicinity in compliance with Policy 6.13 Parking of the London Plan (March 2016), Policy 14 Sustainable movement and transport of the Core Strategy (June 2011) and DM Policy 29 Car parking of the Development Management Local Plan (November 2014).

- 23) A Delivery & Servicing Plan shall be submitted to include, but not limited to, details of waste collection and how deliveries for the new residential units would be loaded and unloaded form. This shall be approved in writing by the Local Planning Authority prior to the occupation of any of the residential units and shall be implemented as approved, and retained in perpetuity.

Reason: To comply with Core Strategy Policy 14 Sustainable movement and transport of the Core Strategy (June 2011).

- 24) (a) No development shall commence until details of the following works to the highway (including drawings and specifications) have been submitted to and approved in writing by the Local Planning Authority:

i) parking controls/waiting restrictions on Avonley Road to minimise the impact associated with an intensification of use at the park which will cause parking stress and congestion if unmanaged.

ii) entry treatment works at the vehicular entrance on Avonley Road to improve pedestrian accessibility and create safer walking routes into the site.

(b) The dwellings shall not be first occupied until the highways works referred to in paragraph (a) of this condition have been implemented in accordance with the details approved under the said paragraph (a).

Reason: In order to ensure that satisfactory means of access is provided, 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 Policy 14 Sustainable movement and transport of the Core Strategy (June 2011). This is a pre-commencement condition because the Local Planning Authority needs to be satisfied that the proposed and required highways works necessary to facilitate the development can be satisfactorily designed before development starts.

INFORMATIVES

Positive and Proactive Statement: The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, positive discussions took place which resulted in further information being submitted.

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. Furthermore, 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 Local Planning Authority, before any such works of demolition take place.

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>

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 webpage.

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

The applicant is 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.