

Committee	PLANNING COMMITTEE B	
Report Title	402-404 Evelyn Street, London, SE8 5QL	
Ward	Evelyn ward	
Contributors	Patrycja Ploch	
Class	PART 1	5 th September 2019

Reg. Nos. DC/19/111176

Application dated 26th February 2019

Applicant John Farquhardon Partnership on behalf of Lowden Roofing Supplies Ltd

Applicant's Plan Nos PR98.01; PR98.02 Rev.B; PR98.03 Rev.C; PR98.05 Rev.C; PR98.08 Rev.C; PR98.11 Rev.A received on 27 February 2019; 8446-SK01 received on 21st March 2019; PR98.04 REV.E received on 12 April 2019; PR98.07 Rev L and PR98.09 Rev J received on 19th July 2019.

Proposal The construction of a three storey building on the site of 402-404 Evelyn Street, SE8, to provide 4 commercial units at ground floor, 2 one bedroom and 6 two bedroom self-contained flats on the upper floors, together with the provision of green roof, bin storage and cycle parking spaces to the rear.

Background Papers

- (1) DE/151/402/TP
- (2) NPPF (2019)
- (3) Core Strategy (2011)
- (4) Development Management Plan (2014)
- (5) London Plan (2016)

Designation

Deptford High Street Conservation Area
Area of Archaeological Priority
Major District Centre
Shopping Non-Core Area
Deptford Neighbourhood Forum
Flood Zone 3

1 SUMMARY

- 1 This report sets out officer's recommendation concerning the above proposal. The application has been brought before members for a decision as permission is recommended to be approved and local amenity group objected to it.

1.1 SITE DESCRIPTION AND CURRENT USE

- 2 The application site is located on the south-west side of Evelyn Street (A200). Adjoining the application site to the east is 229 Deptford High Street, an attractive Victorian building circa 1840 with prominent curved façade facing the junction between Deptford High Street and Evelyn Street. To the rear of the site lies, an area of private road which provides a parking area for residential flats accessed via Grinling Place/Edwar Street. To the west is the Akwaaba Centre, run by Barnado's.



Map 1 – Location Plan

- 3 The site is currently used for two uses, the western area of the site is occupied by a hand car wash and the eastern area of the site is occupied by a used car dealership. There is a single storey building to the rear and the site has palisade fencing to the street frontage.

1.2 CHARACTER OF AREA

- 4 Surrounding development is predominantly residential in use, typically flats.

1.3 HERITAGE/ARCHAEOLOGY

- 5 The application site is located on the edge of the Deptford High Street Conservation Area. The buildings at the site are not statutorily listed.

- 6 The application site is within an Area of Archaeological Priority.

1.4 SURROUNDING AREA

7 The site has good connectivity and is within a walking distance to Deptford High Street, which provides a number of local services such as shops, restaurants, takeaways and bars. The site also benefits from being in close proximity to areas of open space.

1.5 LOCAL ENVIRONMENT

8 The application site falls within Flood Zone 3 and areas benefitting from flood defences as per the Environmental Agency flood zone mapping.

9 The site is also within the Deptford Neighbourhood Forum area.

1.6 TRANSPORT

10 The application site has a Public Transport Accessibility Level (PTAL) rating of five, or 'Good'.

11 Deptford Rail Station is located approximately 250m to the south of the site. The station is served by south-eastern trains that provide regular connections to London Cannon Street. There is a bus stop 100m to the north that links the site to Liverpool Street, Russell Square, Canada Water and North Greenwich.

2 RELEVANT PLANNING HISTORY

12 The application site has been subject to four previous full planning applications proposing comprehensive mixed-use redevelopments.

13 The first application (reference DC/10/075851/X), which was submitted in November 2010, proposed a part five, part six storey building incorporating 5 commercial units on the ground floor with 19 residential apartments above. The application was refused in February 2011 on the basis that the development was inappropriate for the site owing to its height, mass, scale and poor design, together with being harmful to heritage assets.

14 The second previous application for the site (reference DC/13/084553) was submitted in August 2013 and proposed a four-storey building comprising 3 commercial units on the ground floor and 12 residential apartments above. The application was withdrawn by the Applicant in May 2014.

15 The third application (reference DC/15/090791) was submitted in February 2015 and proposed a part three, part four storey building comprising 3 commercial units on the ground floor and 10 residential apartments above. Again, the application was withdrawn by the Applicant in February 2016.

16 The fourth and final application (reference DC/17/103016) was submitted in September 2017 and proposed part three, part four storey mixed use development consisting of 4 commercial units at the ground floor and 9 residential units and associated cycle parking and bin storage areas. The application was refused in December 2017 for 3 reasons. The first reason referred to development being inappropriate for the site owing to its bulk, massing, architectural detailing, shopfront design and materials resulting in contrived and incongruous appearance, harmful to the character and appearance

of the Deptford High Street Conservation Area. The second reason for refusal referred to the lack of detail regarding safe guarding of the access for the rear with limited information for delivery and servicing and conflicting information for cycle parking would have a negative impact on the surrounding highway network having regard to providing and maintaining suitable access and maintaining pedestrian safety and promoting sustainable transport. The third reason for refusal related to the inaccurate Daylight and Sunlight Assessment report that was submitted which was unable to demonstrate that the development will provide adequate daylight and sunlight to the habitable rooms within the development and will not result in overshadowing to surrounding properties.

3 CURRENT PLANNING APPLICATION

3.1 THE PROPOSALS

17 The current application is for demolition and removal of existing buildings and associated structures and the erection of a three-storey building to provide a mix-use development together with amenity space, landscaping, green roof and the provision of secure cycle parking and refuse storage.

18 The proposal would provide four commercial units (Use Class A1, A2, A3 and B1) at the ground floor and residential flats above. The scheme would provide a total of eight residential flats over the two floors, comprising of two 1-bed and six 2-bed units.

19 Access for pedestrians and cyclists would be from either the Evelyn Street or Ginling Place. The development would be car-free with the exception of a single drop-off and delivery bay at the rear of the site.

20 Refuse and bicycle storage would be located in the courtyard to the rear of the building.

3.2 COMPARISON WITH PREVIOUS SCHEME

21 This application was submitted following a refusal of DC/17/103016. The main changes between the current scheme and the previously refused are the removal of the fourth storey, changes to the design of the front and rear elevations, changing the materials and reducing the number of residential dwellings from nine to eight.

4 CONSULTATION

4.1 PRE-APPLICATION ENGAGEMENT

22 The applicant submitted a pre-application enquiry in February 2018.

23 The issues that were discussed during the pre-application included but were not restricted to quality of the details in relation to materials of the proposed building and the highway issues.

4.2 APPLICATION PUBLICITY

24 Public consultation was undertaken in accordance with statutory and local planning authority requirements. The application site is within a conservation

area as such a public notice was posted and displayed by officers on 10th April 2019 in close proximity of the site and a press notice was published in the local newspaper on the same day.

25 The local planning authority received no letters of objection or support.

4.3 INTERNAL CONSULTATION

26 The following internal consultees were notified on 1st April 2019.

- Conservation – raised no objection subject to conditions.
- Urban Design – raised no objection.
- Highway – raised no objection.
- Environmental Health – raised no objection subject to conditions.

4.4 EXTERNAL CONSULTATION

27 The following external consultees were notified on 1st April 2019.

- Deptford Society – Object for the following reasons:
 - The delivery of residential units is welcome and the proposed layouts look reasonably considered and well resolved.
 - Concerned with the design approach to create historical terrace on the Evelyn Street frontage. The Society is of view that the design of the building should be contemporary and respond logically to the internal plan layout.
 - Concerned with the use of the critall windows and their energy performance.
 - Concerned that the Evelyn Street entrance to the flats is not emphasised clearly enough.
 - The roof plan shows only a lift over-run.
 - Concerns with the south facing rear elevations windows would experience solar overheating, particularly on the second floor and how appropriate ventilation would be ensured.
 - The revised plans show the shopfront lining through with those of the Noah's Ark, which is preferred and welcomed.
 - The Design and Access Statement has not been revised following the amendments to the plans.
- Deptford Folk – no comments received.
- Deptford High Street Association – no comments received.

4.5 STATUTORY CONSULTATION

28 The following Statutory Consultees were notified 1st April 2019.

- Historic England – confirmed that they did not need to be consulted.

5 POLICY CONTEXT

5.1 LEGISLATION

29 Planning applications are required to be determined in accordance with the statutory development plan unless material considerations indicate otherwise (S38(6) Planning and Compulsory Purchase Act 2004 and S70 Town & Country Planning Act 1990).

30 Planning (Listed Buildings and Conservation Areas) Act 1990: S.66/S.72 gives the LPA special duties in respect of heritage assets.

31 MATERIAL CONSIDERATIONS

32 A material consideration is anything that, if taken into account, creates the real possibility that a decision-maker would reach a different conclusion to that which they would reach if they did not take it into account.

33 Whether or not a consideration is a relevant material consideration is a question of law for the courts. Decision-makers are under a duty to have regard to all applicable policy as a material consideration.

34 The weight given to a relevant material consideration is a matter of planning judgement. Matters of planning judgement are within the exclusive province of the LPA. This report sets out the weight Officers have given relevant material considerations in making their recommendation to Members. Members, as the decision-makers, are free to use their planning judgement to attribute their own weight, subject to the test of reasonableness.

5.2 NATIONAL POLICY & GUIDANCE

- National Planning Policy Framework 2019 (NPPF)
- National Planning Policy Guidance

5.3 DEVELOPMENT PLAN

35 The Development Plan comprises:

- London Plan Consolidated With Alterations Since 2011 (March 2016) (LPP)
- The relevant draft policies are discussed within the report (DLPP)
- Core Strategy (June 2011) (CSP)
- Development Management Local Plan (November 2014) (DMP)
- Site Allocations Local Plan (June 2013)
- Lewisham Town Centre (February 2014)

5.4 SUPPLEMENTARY PLANNING GUIDANCE

36 Lewisham SPG/SPD:

- Planning Obligations Supplementary Planning Document (February 2015)
- Shopfront Design Guide Supplementary Planning Document (March 2006)
- Bromley Road Southend Lane Supplementary Planning Document (January

37 London Plan SPG/SPD:

- Planning for Equality and Diversity in London (October 2007)
- Sustainable Design and Construction (April 2014)
- Character and Context (June 2014)
- Town Centres (July 2014)
- The control of dust and emissions during construction and demolition (July 2014)
- Accessible London: Achieving an Inclusive Environment (October 2014)
- Housing (March 2016)

6 PLANNING CONSIDERATIONS

38 The main issues are:

- Principle of Development
- Housing
- Urban Design
- Impact on Adjoining Properties
- Transport
- Sustainable Development
- Planning Obligations

6.1 PRINCIPLE OF DEVELOPMENT

39 The National Planning Policy Framework (NPPF) at Paragraph 11, states that there is a presumption in favour of sustainable development and that proposals should be approved without delay so long as they accord with the development plan.

6.1.1 Provision of commercial use at the ground floor

40 Core Strategy Policy CS5 and Development Management Policy DM 11 seek to protect employment uses outside of the strategic employment locations. This is because the Council has recognised that business premises associated with town centres and activity hubs are important in providing sustainable local services that ensure the vitality and viability to the local economy. Having said that the above policies allow for redevelopment of the site provided that it is done to a high standard and the employment use is re-provided.

41 The proposed development would result in a loss of a car wash and car dealership use at the site. The current use of land is not afforded any policy protection within the Local Plan.

42 The proposed development would provide 216sqm of flexible A1, A2, A3 and B1 space spread across four commercial ground floor areas. The proposed uses would be appropriate to the location of the site and they would positively contribute to the economy of the area and they would provide local jobs.

6.1.2 Provision of residential accommodation

43 National, regional and local planning policies all indicate that development should aim to make the most effective use of land. Indeed, the London Plan makes housing a priority.

44 The application site is located in the area of borough where additional residential accommodation is encouraged. The proposed development would provide eight new residential units in a location that has good connectivity to public transport (PTAL rating of 5), schools, health facilities and general amenities.

6.1.3 Principle of development conclusions

45 In light of the above there is no in principle objection to the proposed development. The re-development of the site would a) contribute to the development of the local parade by providing commercial units that are of high standard and which would bring employment to the area and improve the local economy and b) provide much needed residential units on the upper floors of the proposed building in a highly accessible urban location.

6.2 HOUSING

46 This section covers the contribution to housing supply and the standard of accommodation.

6.2.1 Contribution to housing supply

47 National and regional policy promotes the most efficient use of land. London Plan outlines through Policy 3.3, 3.5 and 3.8 that there is a pressing need for more homes in London and that a genuine choice of new homes should be supported that are of the highest quality and of varying sizes and tenures in accordance with Local Development Frameworks.

48 The scheme proposed eight self-contained residential units including two 1-bed and six 2-bed units.

Table 1: Unit and tenure mix

	Studio	1 Bed	2 Bed	3 Bed	4 Bed +	Total
Private	0	2	6	-	-	8
Social Rent	-	-	-	-	-	-
Affordable Rent	-	-	-	-	-	-
Shared Ownership	-	-	-	-	-	-
Total	-	2	6	-	-	8

49 The proposed development has a PTAL of five (5) and would be classified as an urban typology. The proposed density and unit mix is considered to be appropriate to the location of the site.

6.2.2 Residential Quality

50 NPPF para 127 sets an expectation that new development will be designed to create places that amongst other things have a 'high standard' of amenity for existing and future users. This is reflected in relevant policies of the London Plan (LPP 3.5), the Core Strategy (CS P15), the Local Plan (DMP 32) and associated guidance (Housing SPD 2017, GLA; Alterations and Extensions SPD 2019, LBL).

51 The main components of residential quality are: (i) space standards; (ii) outlook and privacy; (iii) overheating; (iv) daylight and sunlight; (v) noise and disturbance; (vi) accessibility and inclusivity; and (vii) children’s play space.

Internal space standards

52 All of the proposed units would be well laid-out, have generous proportions and would either meet or exceed the national standards for floorspace and room size.

53 Officers note that unit 4 and 8 would fail to provide the required built-in storage of 1.5sqm. However, both of those units would be slightly oversized by 2sqm. Officers are confident that the shortfall can be accommodated elsewhere in the flats and this would not warrant a reason for refusal.

External space standards

54 Private open space should be provided in all new housing developments. London Plan Housing SPD, Standard 26 and 27 state that a minimum of 5sqm of outdoor space should be provided for 1-2 person dwellings and an extra 1 sqm should be provided for each additional occupant.

55 All units would have access to private amenity space at the rear of the building in the form of balconies. These balconies have been designed with a balcony screen to prevent overlooking.

56 Officers note that balconies for unit 5, 6 and 7 would be slightly under the recommended private amenity space. It is considered that as the shortfall is so minor, the flats are well laid and the residents would have access to the outdoor amenity space within a walking distance from the site (Sayes Court Park and St Paul’s Churchyard Gardens) this would not warrant a reason for refusal.

Table 2: Space standards – internal and external

(m ²)	Unit type - Gross internal area	Bed 1	Bed 2	Ceiling height	Private amenity	Storage	Pass/fail
Unit 1	2B4P 70.2	Double 14.8	Double 11.5	2.5m	8.9	2.38	Pass
Unit 2	2B4P 75.8	Double 15.5	Double 11.9	2.5m	8.9	2.23	Pass
Unit 3	2B4P 74.6	Double 13.6	Double 13.5	2.5m	8.3	2.54	Pass
Unit 4	1B2P 52	Double 14.5	-	2.5m	6.4	0.79	Fail
Unit 5	2B4P 70	Double 14.8	Double 11.5	2.5m	6.6	2.29	Fail
Unit 6	2B4P 74.6	Double 15.5	Double 11.9	2.5m	6.2	2.19	Fail
Unit 7	2B4P 75	Double 13.6	Double 13.5	2.5m	6.6	2.45	Fail

Unit 8	1B2P 52	Double 14.5	-	2.5m	6.7	0.84	Fail
-------------------	------------	----------------	---	------	-----	------	------

Outlook, privacy

- 57 The design has had regards to potential privacy impact. The nearest residential dwellings are located on the north, east and south of the application site.
- 58 The application building would be situated approximately 41m from the Langford House (tower) on Evelyn Street, approximately 25m from residential flats on Grinling Place and 20.5m from buildings facing the Deptford High Street. These separation distances are considered to be adequate to ensure that no overlooking, loss of privacy and loss of outlook would occur.

Ventilation and overheating

- 59 An objection notes that the proposed units would overheat and suffer from ineffective ventilation.
- 60 The application site is located within the Evelyn Street corridor. A priority for this AQAP is therefore to provide development, through construction and build, which minimises emissions through effective planning policy, development control and environmental protection enforcement.
- 61 A Ventilation Report has been submitted which indicates that the residential apartment should be fitted with a Mechanical Heat Recovery Ventilation (MVHR) heat recovery unit to provide fresh air to living areas, and extract air from wet rooms. The MVHR unit shall be mounted at high level within a cupboard in each dwelling. A condition would be added to that effect.
- 62 For the commercial units, it is proposed that ventilation for these commercial areas be with a small commercial heat recovery system, along with a separate extract system for dirty areas, such as toilets. A condition would be added to that effect.

Daylight and sunlight

Development Management DM Policy 32 (part 4, paragraph c) requires new housing development to provide accommodation, inter alia, with main habitable rooms receiving direct sunlight and daylight.

- 63 The submitted plans clearly demonstrate that the main living accommodation in all of the proposed units would be south facing, meaning that they would receive a good amount of sunlight and daylight through the year. Moreover, the internal analysis of the proposed units included in the submitted daylight and sunlight report demonstrates that all units would comfortably exceed the required criteria for average sunlight.

Noise and disturbance

- 64 London Plan Policy 7.15 and Development Management DM Policy 26 aim to protect sensitive uses from excessive noise or vibration.

65 The application site is located next to a busy road. As such, the application is supported by a noise assessment. The Council's Environmental Team have reviewed the submitted document and confirmed that the proposals for mitigation against external noise are acceptable. A condition would be added requiring all of the windows on Evelyn Street elevation to be fitted with acoustic double-glazing.

66 The use of the ground floor units would not generate levels of noise in excess of what is to be expected within this densely populated and busy location. The submitted report recommended that the developer ensure that the combined rating noise from all of the building services plant on the development does not exceed the typical ambient background noise levels. Having reviewed this the officers are of the view that a condition should be added requesting that noise levels are 5dB below the background noise. Accordingly, a condition will be imposed to ensure that the proposed plant does not generate noise nuisance.

Accessibility and inclusivity

67 London Plan Policy 3.8 and DLPP D5 require 10% of new build dwellings to be wheelchair accessible as per Building Regulation requirement M4(3).

68 The submitted wheelchair statement has sufficiently demonstrated that unit 2 is capable of providing wheelchair accessible accommodation. This is considered acceptable and in line with the above policy.

6.2.3 Housing conclusion

69 The proposal would deliver optimum number of dwellings to the site, whilst providing appropriate quality of amenity for future residents. The proposed is therefore acceptable in this regards, and consistent with the intention of the after mentioned provisions of the Development Plan with respect to housing provision and quality.

6.3 URBAN DESIGN

70 The NPPF at para 124 states the creation of high quality buildings and places is fundamental to what the planning and development process should achieve.

71 London Plan (2016) Policies 7.1-7.7 (inclusive) and Core Strategy (2011) Policy CS15 reinforce the principles of the NPPF setting out a clear rationale for high quality urban design.

72 Further to this, the Development Management (2014) DM Policy 30 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.

73 As the application site is located within Deptford High Street Conservation Area, as such regard need to be had to the Council's duties under s72 of the Planning (Listed Building & Conservation Area) Act 1990, Chapter 16 of the NPPF (2018), Core Strategy Policy 16 and DM Policy 36 which seek to manage new development affecting designated heritage assets in a manner that sustains and enhances their heritage significance, including the contribution of their setting.

6.3.1 Layout and scale

- 74 The scale and form of the proposed building has been derived from detailed contextual analysis of the surrounding area.
- 75 The layout and site coverage of the proposed building would reflect the established built pattern in the surrounding area. The proposed building would be a continuation of the Deptford High Street that would positively contribute to its appearance.
- 76 In relation to the height of the proposed building. The character of the area is mixed and the building heights vary between two to three storeys. The proposed building would have the same height as the neighbouring property at 229 Deptford High Street. This is considered to be acceptable and would allow the building to integrate well to the surrounding townscape.

6.3.2 Design and materials

Design

- 77 The design of the front elevation has taken architectural reference and narrative from the existing buildings along the Deptford High Street.
- 78 The front elevation of the building has been divided into five component parts by vertical breaks in the elevation to continue the established building grain and narrative of the Deptford High Street.
- 79 The rear elevation would not have the same references to the historic architectural context used at the front. The rear elevation has been designed to be more contemporary in its appearance. It is considered that the rear elevation would positively respond to the character of the area which it would face.

Materials

- 80 In relation to the external materials. As mentioned before the building has been designed to replicate established building grain and narrative of the High Street.
- 81 It should be noted that the front elevation of the building would have different appearance to the rear.
- 82 The first two components of the front elevation (adjoining 229 Deptford High Street) would be constructed in red brick and would be fitted with sliding sash critical windows fitted in steel frames. The remaining three components would be constructed in yellow brick and would be fitted with steel windows. To create the impression of separate building between each component there would be recessed glazed brick/tile helping to create the vertical broken mass.
- 83 The rear elevation would be replicated in terms of the brick components splits, use of brick and the recessed glazed brick/tile colour. All windows and doors in this elevation would be fitted with aluminium windows and doors frames. To add interest to its appearance some elements would have feature recessed stack bonded brick. The balcony balustrade would be metal and each balcony would have 1.8m high privacy screens.

84 To ensure the high quality of design, it is recommended that a condition is added to secure materials and details such as depth of window and door reveals, details of external materials and window (including the means of opening).

6.3.3 Impact on heritage assets

85 The site is located within an Archaeological Priority Area and the Deptford High Street Conservation Area.

86 The Conservation Officer reviewed the submitted information and confirmed that she is satisfied that the design, scale and massing of the proposed building would achieve a suitable relationship to other buildings within the conservation area and that it would preserve and enhance the Deptford High Street Conservation Area.

87 The submitted Archaeological Assessment concluded that the construction of a past building and a car park within the area would have had a negative impact on below ground archaeological deposit. The minor bomb blast damage during WW2 would also have led to potential destruction of underlying deposits.

88 The report recommended that archaeological monitoring of any borehole/geotechnical excavation take place to better ascertain below ground conditions at the site. A condition would be added to this effect.

6.3.4 Urban design conclusion

89 The proposal would be acceptable with respect to design quality, character, and it would be consistent with after mentioned policies subject to proposed conditions.

6.4 TRANSPORT IMPACT

6.4.1 Car parking

90 The Council, in line with the London Plan and NPPF policies, takes a restrictive approach to private car parking provision in order to promote use of sustainable modes of transport. Parking should comply with the standards of the London Plan, as shown in Table 6.2 of the Parking Addendum.

91 The proposed scheme would be car free. This is considered acceptable as the application site has a PTAL rating of five and it is within a walking distance from Deptford Rail Station and a number of bus routes. As the site would be car free, future residents would be restricted from obtaining parking permits in the Controlled Parking Zone (CPZ) and the applicant would be expected to provide the future residents with free car club membership. This will be secured by means of legal agreement.

6.4.2 Cycle parking

92 Cycle parking standards are set out in Table 6.3 of the Parking Addendum to Chapter 6 of the London Plan.

93 The proposed development would comprise of two 1-bed and six 2-bed units. The commercial units would have floor area of 217sqm.

- 94 The standard require 14 cycle parking spaces for the residential use and 2 cycle parking spaces for the commercial units.
- 95 The proposed development would provide 22 covered, secure and fully enclosed cycle parking spaces at the rear of the building. This is an acceptable level of cycle parking in relation to the standards set out in the London Plan to meet residential and long-term cycle parking needs. Furthermore, the applicant would be required to provide all residents with a car club membership in line with the adopted Planning Obligation SPD.

6.4.3 Servicing and refuse

- 96 DM Policy 29 requires new development to have no negative impact upon the safety and suitability of access and servicing.
- 97 The application proposes that servicing is provided from the drop off and delivery bay at the rear of the site.
- 98 The Transport Statement mentions that due to the relatively small size of the commercial units, Heavy Goods Vehicles or Ordinary Goods Vehicles will not be required to make deliveries to the site. Therefore only light goods vehicles would be required to access the site.

6.4.4 Construction Impact

- 99 A planning condition will be recommended to ensure the submission of a Construction Management Plan, that will be expected to detail the number and type of vehicles, mitigation measures for dust and noise, safety implications and length of construction period (among other matters). The statement would also be expected to address proposed demolition works.
- 100 A planning condition will be added to ensure the submission of a Construction Management Plan, that will be expected to detail the number and type of vehicles, vehicle loading / unloading bays, mitigation measures for dust and noise, safety implications and length of construction period (among other matters).

Transport impact conclusion

- 101 Subject to recommended conditions and the entering into a relevant legal agreement by the applicant with the Council, any impact upon parking space capacity in the area, and congestion within the surrounding local highways, are considered acceptable.

7 LIVING CONDITIONS OF NEIGHBOURS

- 102 The NPPF (para 127 and 180), London Plan Policies 7.4 and 7.6, Core Strategy Policy CS15 and Development Management Policy DM 32 require new residential development should be neighbourly and not result in adverse impacts on the amenities of nearby properties, providing a satisfactory level of privacy, outlook and natural lighting both for its future residents and its neighbours.

7.1.1 Daylight and Sunlight

- 103 The applicant submitted a Daylight and Sunlight report. This report assesses the impact of the proposed development on the neighbouring properties on Deptford High Street, Watergate Street, and Edward Street in respect of daylight/sunlight admission.
- 104 The report demonstrates that there will be no noticeable adverse loss of daylight and sunlight impact upon any neighbouring properties as a result of the scale and form of development proposed.
- 105 The report also demonstrated that the adjacent amenity areas would not be overshadowed by the proposed development once it is constructed.

7.1.2 Enclosure and Outlook

- 106 The location, mass and height of the proposed building would mean that it would be in view from the neighbouring properties. However, given the separation distances between the proposed building and Langford House (tower) on Evelyn Street which is approximately 41m, residential flats on Grinling Place which are approximately 25m and buildings facing the Deptford High Street which are approximately 20.5m. Officers are satisfied that the development would not result in an unacceptable sense of enclosure and loss of outlook.

7.1.3 Privacy

- 107 The design has had regards to potential privacy impacts upon neighbouring properties. The new window openings would be orientated towards the public realm of Evelyn Street and Grinling Place.
- 108 The separation distance between the proposed building and the block of flats on Grinling Place and in Langford House is approximately 34m and 40m respectively. This substantially exceeds minimum (21m) separation distances promoted within DMP 32 with respect to back-to-back housing distances.
- 109 Based on the above, it is considered that the proposed separation distance between the proposed building and the neighbouring properties would be sufficient to avoid any undue overlooking and loss of privacy.

7.1.4 Impact on neighbours conclusion

- 110 The proposed development would not result in adverse loss of daylight, sunlight, privacy, outlook and noise upon any neighbour.

7.2 SUSTAINABLE DEVELOPMENT

- 111 The NPPF (para 148) sets an expectation that planning will support transition to a low carbon future.
- 112 Contributing to conserving and enhancing the natural environment and reducing pollution is a core principle for planning. The NPPF and NPPG promote the conservation and enhancement of the natural environment (chapter 15) and set out several principles to support those objectives.

7.2.1 Air quality

- 113 The NPPF (para 181) states that planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.
- 114 DM Policy 23 states that the Council all major developments that have the potential to impact on air quality will be required to submit an Air Quality Management Assessment. The application site falls within a designated Air Quality Management Area, one of six in the Borough.
- 115 This development is a minor application. However, the applicant has provided an Air Quality Impact Assessment, and it concludes that the implementation of appropriate measures and good practice during the demolition and construction phases would mitigate potential harm from dust. Due to the small size of the development, it does not exceed the criteria requiring an air quality neutral assessment to be carried out. This has therefore been screened out and no mitigation is required. The development is considered to comply with national and local air quality policy.

7.2.2 Contamination

- 116 Land contamination is a material planning consideration in the determination of an application. The application site is currently a Car Wash and a Second Hand Car dealership, as such there is a potential for some ground contamination.
- 117 The applicant submitted a desk-top assessment that assessed the likelihood of any soil contamination and any geotechnical constraints at the site. The Council's Environmental Health officer has reviewed the submitted report and recommended that a condition is added requesting site investigation works to be undertaken and a closure report for the development to be submitted and approved in writing by the Council. An appropriately worded condition will be added to the planning permission.

7.2.3 Flood risk

- 118 London Plan 5.12, DLPP SI and Core Strategy CS10 require new development to minimise flood risk and suitably protect new development from known flood risk.

Flood risk

- 119 The application site is located in flood zone 2 and 3 on Environmental Agency flood zone mapping. However, due to the protection afforded to the site by flood defences along both the River Thames and the Thames Barrier, the flood risk to the site is low.
- 120 Moreover, the development would not increase the impermeable surface of the site and given that the residential units would be situated above ground. It is not considered that the proposed development would increase the risk of flood elsewhere.

Surface water run-off

121 The proposed development would not increase the impermeable surface of the site. Whilst the run-off would not be much greater than the existing, taking into account the effects of the climate change and the expected increase in rainfall. It is recommended that the development utilise a green roof and rainwater harvesting system to reduce the impact of surface water on the local drainage system.

7.2.4 Sustainable development conclusion

122 In light of the above, the proposed development can be constructed and operated safely in flood risk terms, without increasing flood risk elsewhere. It is recommended that a condition is added to the planning permission securing the additional of appropriate sustainable drainage mitigation.

8 LOCAL FINANCE CONSIDERATIONS [DELETE IF NOT RELEVANT]

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

- 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
- sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy (CIL).

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

125 The CIL is therefore a material consideration.

126 £53,836 Lewisham CIL and £18,842.60 MCIL is estimated to be payable on this application, subject to any valid applications for relief or exemption, and the applicant has completed the relevant form. This would be confirmed at a later date in a Liability Notice.

9 EQUALITIES CONSIDERATIONS

127 The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

128 In summary, the Council must, in the exercise of its function, have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
- advance equality of opportunity between people who share a protected characteristic and those who do not;
- foster good relations between people who share a protected characteristic and persons who do not share it.

129 The duty continues to be a “have regard duty”, and the weight to be attached to it is a matter for the decision maker, bearing in mind the issues of relevance and

proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.

130 The Equality and Human Rights Commission has recently issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled “Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice”. The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at:
<https://www.equalityhumanrights.com/en/publication-download/technical-guidance-public-sector-equality-duty-england>

131 The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:

- The essential guide to the public sector equality duty
- Meeting the equality duty in policy and decision-making
- Engagement and the equality duty
- Equality objectives and the equality duty
- Equality information and the equality duty

132 The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at:
<https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance>

133 The planning issues set out above do not include any factors that relate specifically to any of the equalities categories set out in the Act, and therefore it has been concluded that there is no impact on equality.

10 HUMAN RIGHTS IMPLICATIONS

134 In determining this application the Council is required to have regard to the provisions of the Human Rights Act 1998. Section 6 of the Human Rights Act 1998 prohibits authorities (including the Council as local planning authority) from acting in a way which is incompatible with the European Convention on Human Rights. “Convention” here means the European Convention on Human Rights, certain parts of which were incorporated into English law under the Human Rights Act 1998. Various Convention rights are likely to be relevant including:

- Article 8: Respect for your private and family life, home and correspondence
- Protocol 1, Article 1: Right to peaceful enjoyment of your property

135 This report has outlined the consultation that has been undertaken on the planning application and the opportunities for people to make representations to the Council as Local Planning Authority.

136 Members need to satisfy themselves that the potential adverse amenity impacts are acceptable and that any potential interference with the above Convention Rights will be legitimate and justified. Both public and private interests are to be taken into account in the exercise of the Local Planning Authority's powers and duties. Any interference with a Convention right must be necessary and proportionate. Members must therefore, carefully consider the balance to be struck between individual rights and the wider public interest.

137 This application has the legitimate aim of providing a new building with employment and residential uses. The rights potentially engaged by this application, including are not considered to be unlawfully interfered with by this proposal.

11 LEGAL AGREEMENT [IF NECESSARY]

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

- (a) Necessary to make the development acceptable
- (b) Directly related to the development; and
- (c) Fairly and reasonably related in scale and kind to the development

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

140 Heads of terms have been agreed with the applicant:

1. Free car club membership for future occupants, one membership per household for three years from first occupation;

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

12 CONCLUSION

142 This application has been considered in the light of policies set out in the development plan and other material considerations.

- 143 This application has been considered in the light of policies set out in the development plan and other material considerations.
- 144 The re-development of the site would contribute to the development of the local parade by providing commercial space and would provide much needed residential units above in a highly accessible urban location. The proposed land use would achieve accordance with regional and local policies and help optimise the land use at the site.
- 145 The proposed building would be of high quality of design and would cause no harm to the wider area. The finishing materials would be robust and sensitive to the context of the area ensuring that the scheme relate satisfactorily to both the historic context and the emerging character of the new buildings along Evelyn Street.
- 146 The quality of the development and its impact on the neighbouring properties are considered to be satisfactory.
- 147 The car and cycle parking, refuse collection and servicing arrangements and principles are all acceptable, conditions will be added to secure detail delivery and servicing plan, waste management strategy.
- 148 In line with the requirements of the NPPF, the council has applied the presumption in favour of sustainable development. The proposed development would accord with sustainable principles and would make efficient use of the land to deliver a high quality development that is in accordance with the council's aspirations for the area. It is therefore recommended that planning permission is granted, subject to conditions, and the timely completion of a Section 106 Agreement

13 RECOMMENDATION

- 149 That the Committee resolve to **GRANT** planning permission subject to [a S106 Legal Agreement and to] the following conditions and informatives:

13.1 CONDITIONS

1) **FULL PLANNING PERMISSION TIME LIMIT**

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

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

2) **LIST OF APPROVED PLANS**

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

PR98.01; PR98.02 Rev.B; PR98.03 Rev.C; PR98.05 Rev.C; PR98.08 Rev.C; PR98.11 Rev.A received on 27 February 2019; 8446-SK01 received

on 21st March 2019; PR98.04 REV.E received on 12 April 2019; PR98.07 Rev L and PR98.09 Rev J received on 19th July 2019.

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) DESIGN QUALITY - MATERIALS

(a) Notwithstanding the details shown on the drawings hereby approved, prior to the construction of the building the applicant must submit

- a detailed schedule;
- samples of all external materials including glazing tiles and the type of brick and its colour;
- detailed specification (including manufacturer's literature) of windows, external doors, roof coverings to be used on the building 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: To ensure that the local planning authority may be satisfied as to the external appearance of the building(s) and to comply with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and Development Management Local Plan (November 2014) DM Policy 30 Urban design and local character.

4) WINDOW REVEALS

All window and door openings shall be constructed with minimum 150mm 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).

5) WHEELCHAIR UNIT

- (a) The wheelchair unit shown on drawing number 8446 - SK01 received on 21st March 2019 must be constructed in line with standard of the Approved Document M of the Building Regulations (2015) standard M4(3)(2).
- (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) of this condition.
- (c) The development shall be carried out in accordance with the requirements of part (b) of this condition.

Reason: To ensure that there is an adequate supply of wheelchair 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).

6) SITE CONTAMINATION

- (a) No development or phase of development (including demolition of existing buildings and structures, except where prior agreement with the Council for site investigation enabling works has been received) shall commence until :-
- (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, (including subsequent correspondences as being necessary or desirable for the remediation of the site) to and approved in writing by the Council.
- (b) If during any works on the site, contamination is encountered which has not previously been identified (“the new contamination”) the Council shall be notified immediately and the terms of paragraph (a), shall apply to the new contamination. No further works shall take place on that part of the site or adjacent areas affected, until the requirements of paragraph (a) have been complied with in relation to the new contamination.
- (c) The development or phase of development shall not be occupied until a closure report for the development or phase has been submitted to and approved in writing by the Council.

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

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

any required documentation, certification and monitoring, to facilitate condition requirements.

Reason: To ensure that the local planning authority may be satisfied that potential site contamination is identified and remedied in view of the historical use(s) of the site, which may have included industrial processes and to comply with Saved Policy ENV.PRO 10 Contaminated Land in the Unitary Development Plan (July 2004).

7) SURFACE WATER

The development shall be carried out in accordance with the recommendations and drainage plan from the Sustainable Urban Drainage System (SuDs) Report prepared by NLY Building Service Ltd received by the local planning authority on 27th February and thereafter be retained in accordance with the details approved therein.

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

8) CYCLE PARKING

Cycle parking spaces for 22 bikes shall be provided as per Proposed Site Plan (Drawing Number PR98.03 Rev C) and Proposed Bicycle Store (Drawing Number PR98.11 Rev A) received on 27th February 2019 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) LIVING ROOF

- (a) The development shall be constructed with a biodiversity living roof laid out in accordance with Proposed Second Floor and Roof Plan (Drawing No PR98.05 Rev C) received on 27th February 2019 and maintained thereafter.
- (b) The living roofs shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.
- (c) Evidence that the roof has been installed in accordance with (a) shall be submitted to and approved in writing by the local planning authority prior to the first occupation of the development hereby approved.

Reason: To comply with Policies 5.10 Urban greening, 5.11 Green roofs and development site environs, 5.12 Flood risk management, 5.13 Sustainable Drainage and 7.19 Biodiversity and access to nature

conservation in the London Plan (2015) , 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) VENTILATION EQUIPMENT

The ventilation system shall be installed in accordance with the finding and recommendation included in the Ventilation System Report prepared by NLY Building Service Ltd received on 27th February 2019 before use of the development hereby permitted first commences and shall thereafter be permanently maintained in accordance with the approved specification.

Reason: To safeguard the amenities of the residential and adjoining premises and the area generally and to comply with Policy 17 Restaurants and cafes (A3 uses) and drinking establishments (A4 uses) and DM Policy 18 Hot food take-away shops of the Development Management Local Plan (November 2014).

11) DELIVERY AND SERVICING PLAN

The delivery and servicing must be in carried out in accordance with the Parking Management Plan detailed in Section 6 of the Transport Statement, reference TS/ES/201810 - JD, prepared by NRG Consulting and retained thereafter, unless it is otherwise agreed in writing with the local planning authority.

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) OPENING HOURS

The ground floor commercial premises in Use Classes A1, A2, A3 shall only be open for customer between the hours of 7:00am and 23:00pm between Monday to Friday and 9:00am to 23:00pm on Saturday, Sunday and Bank 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 Policy 26 Noise and Vibration, DM Policy 32 Housing design, layout and space standards, DM Policy 14 District centres shopping frontages, DM Policy 15 Neighbourhood Local Centres, DM Policy 16 Local shopping parades and corner shops, DM Policy 17 Restaurants and cafes (A3 uses), and drinking establishments (A4 uses), DM Policy 18 Hot food take-away shops of the Development Management Local Plan (November 2014)

13) ARCHAEOLOGICAL OBSERVING

- (a) The developer must provide access to the application site during borehole/geotechnical excavations to any archaeologist nominated by

the local planning authority to allow them to ascertain below ground conditions at the site and record items of interest and finds.

- (b) Depending on result of this exercise further archaeological measures might be expected in advance of development.

Reason: To ensure adequate access for archaeological investigations and to comply with Policies 15 High quality design for Lewisham and 16 Conservation areas, heritage assets and the historic environment of the Core Strategy (June 2011) and Policy 7.8 of the London Plan (July 2011).

14) NOISE

The rating level of the business operational noise (including any fixed plant) emitted from the site shall be 5dB below the existing background level at any time. The noise levels shall be determined at the façade of any noise sensitive property. The measurements and assessments shall be made according to BS4142:2014.

Development shall not commence until details of a scheme complying with paragraph (a) of this condition have been submitted to and approved in writing by the local planning authority.

The development shall not be occupied until the scheme approved pursuant to paragraph (b) of this condition has been implemented in its entirety. Thereafter the scheme shall be maintained in perpetuity.

Reason: 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 of the Development Management Local Plan (November 2014).

15) ACOUSTING DOUBLE GLAZING

All residential units facing Evelyn Street shall be fitted with acoustic double glazing. Standard thermal double glazing can be used to southern facades.

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 of the Development Management Local Plan (November 2014).

16) WASTE MANAGEMENT STRATEGY

The refuse and recycling collection must be carried out in accordance with the Waste Management Strategy detailed in Section 7 of the Transport Statement, reference TS/ES/201810 - JD, prepared by NRG Consulting and retained thereafter, unless it is otherwise agreed in writing with the local planning authority.

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

17) CONSTRUCTION MANAGEMENT PLAN

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

- (a) Rationalise travel and traffic routes to and from the site.
- (b) Provide full details of the number, type and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction vehicle activity.
- (c) Measures to limit dust and noise.
- (d) Measures to deal with safe pedestrian movement.

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

18) ARCHITECTURAL DETAIL

- (a) Notwithstanding the details hereby approved, no development above ground level shall commence until detailed plans showing windows, doors, balconies and shopfronts 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 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.

13.2 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.

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>

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.

You are advised that this permission relates only to the proposed change of use and that any alterations to, or the provision of a new shopfront, the provision of ducting equipment, or new advertisements relating to the proposed use, would require separate permission.

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.

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.

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Act and other related legislation. These cover such works as – the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works.

Notice of intention to demolish existing building must be given to the Building Control Service at least 6 weeks before work start. A completed application form together with detail plans must be submitted for approval before any building work is commenced.

You have been granted planning permission for removal of existing buildings and associated structures and the erection of a three-storey building to provide a mix-

use development together with amenity space, landscaping, green roof and the provision of secure cycle parking and refuse storage. When undertaking demolition and/or building work, please be considerate to your neighbours and do not undertake work before 8.00am or after 18.00pm Monday to Friday, before 8.00am or after 13.00pm on a Saturday or at any time on Sundays and Bank Holidays. Furthermore, please ensure that all vehicles associated with the construction of the development hereby approved are properly washed and cleaned to prevent the passage of mud and dirt onto the adjoining highway. You are advised that the Council does have formal powers to control noise and nuisance under The Control of Pollution Act 1974, the Clean Air Acts and other relevant legislation. For further information and advice, please contact – Environmental Health Department Pollution Section.

The application 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 Local Planning Authority before any such works of demolition take place.

Pre-commencement conditions: The following conditions attached to this decision notice are considered necessary in order to protect the amenities of future occupiers and users of the proposed development and encompasses ecological benefits, and to ensure that the proposed development results in a sustainable and well-designed scheme:

- Condition 3 – Design Quality – Materials
- Condition 5 – Wheelchair Units
- Condition 6 – Site Contamination
- Condition 9 – Living Roof
- Condition 13 - Archaeological Investigation
- Condition 17 - Construction Logistics Management
- Condition 18 – Architectural Detail