

Committee	PLANNING COMMITTEE (A)	
Report Title	FORMER R H ADAMS PREMISES NOW RENAMED IMPERIAL WORKS, HINDSLEYS PLACE SE23 2NQ	
Ward	Perry Vale	
Contributors	Tabitha Lythe	
Class	PART 1	Date: 14 MARCH 2012

Reg. Nos. DC/11/78562 as revised

Application dated 13.10.11 revised 21.12.11 and 09.02.12

Applicant Meadowcroft Griffin Architects on behalf of Mr J Lowe

Proposal Demolition of the former R. H. Adams Premises, now renamed Imperial Works, Hindsley's Place SE23 and the construction of a part two, part three, part four-storey building to provide seven live/work units.

Applicant's Plan Nos. 1109_001 Rev B; 1109_002; 1109_003; 1109_004 Rev B; 1109_005; 1109_102 Rev C; 1109_103 Rev C; 1109_104 Rev H; 1109_105 Rev H; 1109_106 Rev J; 1109_107 Rev J; 1109_110 Rev E; 1109_111 Rev E; 1109_114 Rev B; Policy Section for Planning Statement 10.10.11; Environmental Report - Landmark Massing Studies_Sheet 1; Code for Sustainable Homes Pre-Assessment Estimate Version 1 Rev C 8.9.11 - SRE; Daylight, Sunlight & Overshadowing Report Rev F 5.10.11 - Inklings; Planning Design & Access Statement October 2011; Sustainable live/work development, Computer Generated Images

Background Papers

- (1) Case File LE/623/C/TP
- (2) Adopted Unitary Development Plan (July 2004)
- (3) Local Development Framework Documents
- (4) The London Plan (July 2011)

Designation Core Strategy - Existing Use

1.0 Property/Site Description

1.1 The application site is roughly L-shaped and lies at the east end of Hindsley's Place, with a narrow element running through to Westbourne Drive. The buildings on site are mainly two-storey, with a single-storey workshop element. Although the building is commercial, this is not strongly evident from Hindsley's Place, with only a relatively modest signboard for R H Adams located at first floor level to indicate this. The two-storey elevation fronting Westbourne Drive is of later construction

than the main buildings on the Hindsley's Place side and is both more visually prominent in the street and obviously commercial in character than the buildings visible in Hindsley's Place. Apart from the application buildings, the Westbourne Drive surroundings are entirely residential. Hindsley's Place, however, contains a mix of residential and other commercial uses including live/work units. The alleyway in the north-eastern corner at this end of Hindsley's Place gives access to a number of small commercial workshops and live/work units.

- 1.2 The building is not located within a conservation area or covered by an Article 4 Direction and is not a listed building.

2.0 Planning History

- 2.1 2004: p.p. refused for the demolition of part the existing workshop and alterations to the existing buildings at R H Adams (Forest Hill) Ltd, Hindsley's Place SE23, and their conversion to residential use to provide 2, studio flats, 5, one bedroom and 1, two bedroom self-contained flats, together with the erection of a two storey extension on part of the Hindsley's Place frontage, provision of car parking and bicycles spaces and associated landscaping. (The proposal would involve the loss of an employment site contrary to Policy EMP 3 Employment Sites Outside Defined Employment Areas) – Appeal Dismissed
- 2.2 2009: application withdrawn for demolition of existing unit fronting onto Hindsley's Place and construction of two-storey unit, incorporating 1 no. Live/Work Unit and large separate artist's studio on footprint of existing building.
- 2.3 2010: application withdrawn for demolition of existing unit (former R. H Adams Premises, now renamed Imperial Club) Hindsley's Place SE23 and the construction of a 2-storey unit fronting Hindsley's Place and a 6 storey unit fronting Westbourne Drive, to provide one artist studio with associated office and gallery, one live/work unit and 1, two bedroom self-contained flat.

3.0 Current Planning Application

- 3.1 The Proposal
- 3.2 Demolition of the existing part-single, part-two storey building that covers the footprint of the site.
- 3.3 The construction of a part two (7.05m high), part three (10m high), part four-storey (15.1m high) building to provide seven live/work units on the footprint of the existing buildings. Two of the units would have one bedroom and five of the units would have two bedrooms. Five of the seven units would have private external amenity space. Three of the units would have a roof terrace facing Hindsley's Place and one facing Westbourne Drive at second floor level. One of the units would have a roof terrace facing Hindsley's Place at third floor level and another with external amenity space at ground floor level facing Hindsley's Place and Westbourne Drive.
- 3.4 32 Photovoltaic panels are proposed on the roof above the second, third and fourth storeys. A living roof of 8.5sq.m. is proposed above part of the second storey in the south-western corner.

- 3.5 The building would be proposed to be erected in brickwork in three different tones that vary from the midtone brick, which would be a light-coloured grey-brown with a vertical brick recess pattern on the northern elevation of the four-storey element. The third storey of the set-back element would be built in black fibre cement rainscreen and the windows and doors are proposed to be timber-framed. Balustrades to balconies are proposed to be painted metalwork and some of the screening/enclosures of the external amenity space is proposed to be 'Hit and miss' concrete screening.
- 3.6 Refuse is proposed to be stored in the ground floor facing Hindsley's Place and another store fronting Westbourne Drive. Cycle Storage for 5 bicycles is proposed fronting Westbourne Drive and one space within each of units 1-4 on the ground floor. Two of the ground floor units would have space to park a car inside.
- 3.7 Amendments: Alteration to existing and proposed building lines in the drawings to indicate what is on site correctly. Removal of window in northern elevation at ground floor level. Removal of window in southern elevation at third floor level. Reduction in height of boundary treatment facing Westbourne Drive from 2m high to 1.3m high. Eastern parapet to two-storey element reduced by 0.5m. North-eastern corner of first floor set-back 1.1m to align with the second floor above. North wall set back 0.5m to create a step between first and second floor levels.
- 3.8 Supporting Documents
- 3.9 Design and Access Statement and Environmental Report.
- 3.10 Daylight, Sunlight and Overshadowing Report which summarises that of all the windows that should be assessed as part of the impact on neighbouring properties from the proposed development would comply the BRE guidelines for Daylight and Sunlight and levels of overshadowing to the gardens of neighbouring properties would be within the BRE recommended guidelines.
- 3.11 Code for Sustainable Homes Pre-Assessment, which concludes that the proposal would meet level 4 of the Code for Sustainable Homes.

4.0 Consultation

- 4.1 This section outlines the consultation carried out by the Council following the submission of the application and summarises the responses received. The Council's consultation exceeded the minimum statutory requirements and those required by the Council's adopted Statement of Community Involvement.
- 4.2 Letters of consultation were sent to 216 neighbouring properties as part of the planning application process. A Notice was displayed on site and Ward Councillors were also notified. A local meeting was held on 5 January 2012, of which a copy of the minutes are appended.

Written Responses received from Local Residents and Organisations

- 4.3 14 letters of objection were received from 10F; three residents at 12A; two residents at 12B; 12C; two residents at 12F; 18A; 19G; 23; 25A Westbourne Drive; 19 and Unit 3, 29 Hindsley's Place making the following comments:
- proposal is overdevelopment of the site;

- four-storey tower exceeds the scale of buildings on this section of Westbourne Drive;
- adjoining buildings are three-storey and the proposed development should not exceed that;
- design of the proposed building would be out of keeping with the neighbouring properties;
- existing building should be converted into workers cottages;
- materials proposed are unclear but would appear out of keeping with the street; overlooking to residential properties from second floor balconies and windows;
- loss of light to neighbouring homes;
- overshadowing to neighbouring gardens and balconies;
- noise from live/work units could disturb neighbours;
- increased pressure on parking from development;
- deliveries would disturb residents in terms of noise and parking;
- concerns about access being blocked to Hindsley's Place;
- not clear that there is a demand for live/work units as other retail units in the area remain vacant;
- concerns that car park in Westbourne Drive will remain fully-functional during building works as this bounds the site;
- plans submitted are inaccurate as the existing building overlaps the flank wall of 12 Westbourne Drive on the boundary to the car park.

4.4 1 comment; no objection to the proposal and quite happy with design but on Westbourne Drive the building should be restricted to three storeys.

4.5 30 letters of support were received from residents in the Forest Hill area making the following comments:

- well-designed;
- design of development is bold and innovative;
- choice of materials is appropriate;
- proposal promotes regeneration and investment in the area;
- improvement to dilapidated building;
- increase in creative quarter and improvement to a part of Forest Hill in need of it;

- proposal responds to changing needs of the workforce;
- the applicant's have done other successful developments in the area and this would be another.

Written Responses received from Statutory Agencies

- 4.6 Forest Hill Society: The live/work units proposed provide a flexible and valuable building type that has been successfully demonstrated in Forest Hill area at Havelock Walk and other developments. We are keen to support proposals that propose genuine live/work development such as this because they add to the richness of the area and support small scale employment opportunities.
- 4.7 The proposals are of a high quality and address concerns that have been raised to earlier proposals on the site. This development will make a significant improvement to Hindsley's Place in particular.
- 4.8 Environmental Services: If approval is recommended please can conditions for construction hours, dust mitigation and standard live/work unit conditions be added.

Highways and Transportation

- 4.9 The proposed level of off-street car parking is considered acceptable. the site is well located in terms of public transport, situated within 200m of Forest Hill rail Station. The site has a Public Transport Accessibility Level (PTAL) of 4, which is rated as good.
- 4.10 A Delivery & Servicing Plan (DSP) is required for the development. The plan should include details of how delivery and servicing trips to the development will be managed, with the aim of reducing the impact of delivery/servicing activity, particularly in Hindsley's Place.
- 4.11 A Construction and Logistics Plan (CLP) is required, the plan should specify how the impacts of construction activities and associated traffic will be managed.
- 4.12 The applicant will also be required to enter into a S278 Highways Agreement to secure highways improvement & reinstatement works adjacent to the site.
- 4.13 Informative: The applicant should be informed that if Planning Consent is granted 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.

Lewisham Design Panel

- 4.14 The layout, scale and elevation of the Hindsley's Place part of the project was thought to be working well.
- 4.15 In relation to the Westbourne Drive element, while the Panel welcomed the reduction in height from six to four storeys, the general scale and massing still makes for an anti-social neighbour to the houses to the south. In addition to the overwhelming scale of the southern elevation, the bedroom windows with their

glass blocks, if not directly overlooking the neighbours, have a significant impact on neighbours' amenity in terms of lighting and noise.

- 4.16 In terms of elevational treatment the decorative brickwork on the side could be interesting but details are required. The building as a whole might appear less imposing if the top floor was clad in a lighter weight material. The boundary treatment of the 'front garden' to Westbourne Drive creates a strong divide between the open spaces on either side both visually and in the way pedestrians are directed. It appears flimsy and temporary and is not in keeping with the rest of the development.

5.0 Policy Context

Introduction

- 5.1 In considering and determining applications for planning permission the local planning authority must "have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations" (Section 70 (2) of the Town and Country Planning Act 1990). Section 38 (6) of the Planning and Compulsory Purchase Act (2004) makes it clear that the determination of planning applications must be made in accordance with the development plan unless material considerations indicate otherwise. This approach is reflected in PPS 1, where, at paragraph 8 (and again at paragraphs 28 and 31), it is confirmed that, where the development plan contains relevant policies, applications for planning permission should be determined in line with the plan, unless material considerations indicate otherwise. The development plan for Lewisham comprises the Core Strategy Development Plan Document (DPD) (adopted in June 2011), those saved policies in the adopted Lewisham UDP (July 2004) that have not been replaced by the Core Strategy and policies in the London Plan (July 2011).

Planning Policy Statements (PPS) and Planning Policy Guidance (PPG)

- 5.2 A [mixed use/residential/commercial] development on a site such as this has a wide-ranging policy context covering many national policy statements. Those of particular significance are:

Planning Policy Statement 1: Delivering Sustainable Development (2005)
Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1 (2007)
Planning Policy Statement 3: Housing (2010)
Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009)
Planning Policy Guidance 13: Transport (2011)
Planning Policy Statement 22: Renewable Energy (2004)

Ministerial Statement: Planning for Growth (23 March 2011)

- 5.3 The statement sets out that the planning system has a key role to play in rebuilding Britain's economy by ensuring that the sustainable development needed to support economic growth is able to proceed as easily as possible. The Government's expectation is that the answer to development and growth should wherever possible be 'yes', except where this would compromise the key sustainable development principles set out in national planning policy.

Other National Guidance

5.4 The other relevant national guidance is:

By Design: Urban Design in the Planning System - Towards Better Practice (CABE/DETR 2000)

Planning and Access for Disabled People: A Good Practice Guide (ODPM, March 2003)

Safer Places: The Planning System and Crime Prevention (ODPM, April 2004)

Code for Sustainable Homes Technical Guide (DCLG/BRE, November 2010)

London Plan (July 2011)

5.5 The London Plan policies relevant to this application are:

Policy 3.3 Increasing housing supply

Policy 3.4 Optimising housing potential

Policy 3.5 Quality and design of housing developments

Policy 3.8 Housing choice

Policy 3.9 Mixed and balanced communities

Policy 4.1 Developing London's economy

Policy 4.3 Mixed use development and offices

Policy 4.6 Support for and enhancement of arts, culture, sport and entertainment provision

Policy 4.12 Improving opportunities for all

Policy 5.1 Climate change mitigation

Policy 5.2 Minimising carbon dioxide emissions

Policy 5.3 Sustainable design and construction

Policy 5.7 Renewable energy

Policy 5.11 Green roofs and development site environs

Policy 6.3 Assessing effects of development on transport capacity

Policy 6.9 Cycling

Policy 6.12 Road network capacity

Policy 6.13 Parking

Policy 7.1 Building London's neighbourhoods and communities

Policy 7.2 An inclusive environment

Policy 7.3 Designing out crime

Policy 7.4 Local character

Policy 7.5 Public realm

Policy 7.6 Architecture

Policy 7.13 Safety, security and resilience to emergency

Policy 7.15 Reducing noise and enhancing soundscapes

London Plan Supplementary Planning Guidance (SPG)

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

Accessible London: Achieving an Inclusive Environment (2004)

Housing (2005)

Sustainable Design and Construction (2006)

Land for Transport Functions (2007)

Planning for Equality and Diversity in London (2007)

London Plan Best Practice Guidance

5.7 The London Plan Best Practice Guidance's relevant to this application are:

Development Plan Policies for Biodiversity (2005)
Control of dust and emissions from construction and demolition (2006)
Wheelchair Accessible Housing (2007)
Health Issues in Planning (2007)
London Housing Design Guide (Interim Edition, 2010)

Core Strategy

5.8 The Core Strategy was adopted by the Council at its meeting on 29 June 2011. The Core Strategy, together with the London Plan and the saved policies of the Unitary Development Plan, is the borough's statutory development plan. The following lists the relevant strategic objectives, spatial policies and cross cutting policies from the Lewisham Core Strategy as they relate to this application:

Spatial Policy 3 District Hubs
Core Strategy Policy 1 Housing provision, mix and affordability
Core Strategy Policy 5 Other employment locations
Core Strategy Policy 7 Climate change and adapting to the effects
Core Strategy Policy 8 Sustainable design and construction and energy efficiency
Core Strategy Policy 14 Sustainable movement and transport
Core Strategy Policy 15 High quality design for Lewisham

Unitary Development Plan (2004)

5.9 The saved policies of the UDP relevant to this application are:

URB 3 Urban Design
URB 12 Landscape and Development
URB 14 Street Furniture and Paving
HSG 4 Residential Amenity
HSG 5 Layout and Design of New Residential Development

Residential Standards Supplementary Planning Document (August 2006)

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

6.0 Planning Considerations

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

- a) Principle of Development
- b) Design
- c) Housing

- d) Highways and Traffic Issues
- e) Noise
- g) Impact on Adjoining Properties
- h) Sustainability and Energy

Principle of Development

- 6.2 Core Strategy Policy 5 states that it will protect the scattering of employment locations in the borough. It furthermore highlights the importance of creative industries particularly in areas such as Forest Hill as having significant growth potential. The office/store for plumbing site has been vacant since 2008 and the proposal would provide a wider choice of possible employment spaces as well as bringing back into use a vacated site.
- 6.3 Demand for live/work units would appear to be increasing with many people now working from home. Other live/work units in the area in particular Havelock Walk and the adjacent units in Hindsley's Place would seem to be fully occupied, and the applicant hopes to built upon the success of this artist community.
- 6.4 The principle of the change of use of this site from an office/store for a plumbing company Class B1/B8 to live/work units sui generis would be a reasonable use of this site as the site is an existing commercial site surrounded by other live/work units and residential properties.

Design

- 6.5 Following the previous application which was withdrawn, the applicants have amended the scheme to reduce the six-storey section to four-storeys along with altering the materials and mural to be more subtle.
- 6.6 PPS 1 and PPS 3 encourage high quality design within a sustainable development and Core Strategy Policy 15 and URB 3 of the Council's UDP supports this. Proposals should ensure a high standard of design whilst ensuring schemes are compatible with or complement the scale and character of the existing development and its settings.
- 6.7 The Lewisham Design Panel commented that the layout, scale and elevation of the Hindsley's Place part of the project worked well. However, the Westbourne Drive elevation raised concerns for them in terms of general scale and massing and the boundary treatment of the front garden creating a strong divide between the open space and the street.
- 6.8 Concerns have been raised by some local residents about the suitability of a four-storey building in this location. While the adjacent properties are not four-storeys those either side in Westbourne Drive are three-storeys with pitched roofs and this building would have a flat roof therefore minimising the impact of the fourth storey. The building would retain the footprint of the existing building and by having the stepped elements created by the varying storeys the building would create an architectural interest in this area. While the northern elevation of the fourth storey would be large and not have any windows the indented brickwork in vertical strips would add interest to this elevation and soften its impact.
- 6.9 The location of the site when viewed from Westbourne Drive would provide a number of restrictions to development, in particular the car park located in front of

a great deal of the site meaning that the whole elevation is visible from the street while the majority of it is set significantly back from the street without access to the street due to the car park. The site on this side is also surrounded by residential development which adds a further complexity. Amendments to the front boundary treatment mean that it has been opened up to create overlooking between the street and the work unit. Conditions requiring details of boundary treatment, cycle storage and refuse storage could be added to ensure that these would not dominate the area but allow for an active frontage to occur. While the location of the windows in the southern elevation is unfortunate as these would be visible from the rear garden of 16 and 18 Westbourne Drive they would add some architectural interest to what would otherwise be a blank brick wall.

- 6.10 The overall design of the building picks up elements from its Victorian/Edwardian heritage as well as its previous commercial use with a modern twist. Materials used would include traditional brick but in three tones of grey/brown to avoid a monotone appearance in contrast with more modern materials such as the fibre cement rain screen. A condition requiring details of materials to be used in the development could also be added which would allow materials to be considered to reduce the mass of the fourth storey element as suggested by the Design Panel. The building would form an interesting architectural 'stop' at the end of Hindsley's Place that would add further interest to this street enhancing the character and appearance of the street. On the Westbourne Drive streetscene the building would sit forward and higher than the existing buildings adjoining it and would be a feature of the street successfully utilising a tight part of the site particularly as there would appear to be no future plans to develop the car park of 12 Westbourne Drive.

Housing

- 6.11 The units would have living accommodation which is separate to the work space. All of the living accommodation within the flats would comply with the London Plan's minimum flat sizes except for unit 1 which would provide a 1 bedroom 2 person flat but would only meet the standard for a 1 bedroom 1 person flat. The bedroom in unit 1 would also be undersized for a 1 bedroom 2 person flat but would meet the standard for a 1 bedroom 1 person flat. All of the other units would have rooms that meet the minimum standards set out in the Council's Residential Standards Supplementary Planning Guidance. While it is unfortunate that unit 1 would be slightly undersized and would have an undersized bedroom as it is connected to a work space that would be for use by the occupants of the unit it would be considered to be acceptable in this instance.
- 6.12 Units 5, 6 and 7 would have a bedroom each that has a window which would be obscure glazed and fixed shut up to 1.7m high above internal floor levels which is to prevent overlooking into the neighbouring garden at 16 and 18 Westbourne Drive. All other rooms in each of the units would have sufficient levels of light and outlook. Therefore while it is regrettable that the three bedroom windows would have restricted outlook due to the constraints and complexity of the site it would be considered to be acceptable in this instance.
- 6.13 External amenity space is proposed for five of the seven units in the form of ground floor and roof terraces. Due to the site's location near the town centre and residential properties surrounding this would be considered an acceptable level of external amenity space.

Highways and Traffic Issues

a) Access

- 6.14 The site would be accessed from both Hindsley's Place and Westbourne Drive as per the existing site, however there would be no vehicular access from Westbourne Drive which currently exists. Two of the ground floor units fronting Hindsley's Place would have vehicular access, which currently has no vehicular access. This access would be considered to be acceptable as it would be onto an existing cul-de-sac and would not block access to the road or cause a hazard.

b) Servicing

- 6.15 Information has not been provided regarding servicing of the site, however a condition requiring a Delivery and Service Plan to be submitted to the local authority for approval would ensure that this would work sufficiently.

c) Cycle Parking

- 6.16 Sufficient cycle parking is proposed for the seven units, however the cycle parking fronting Westbourne Drive would not be enclosed or secured therefore details of the cycle parking could be added as a condition to ensure that this is achieved.

d) Car Parking

- 6.17 The site has two existing car parking spaces. Two of the units would be able to accommodate a car at ground floor level, however these are not specifically allocated car parking spaces. Therefore the proposal would lose the two existing spaces the site has. The loss of the spaces is unfortunate, however the site is within walking distance of Forest Hill Train Station, which is also part of the London Overground network as well as numerous buses, which makes it an ideal location for a car free development. Hindsley's Place is located within a Controlled Parking Zone, which covers only Hindsley's Place. While the new live/work units would not be exempt from obtaining a residential parking permit the provision of cycle parking and the proximity to the station mean that residents would be less likely to require a car and therefore pressure on parking would not be so great. One resident mentions in their letter to the Council as well as the point having been raised at the Local Meeting held for this application that many of the people parking are commuters using Forest Hill station who live further away therefore this is a wider parking issue created by non-residents.

f) Refuse

- 6.18 Refuse storage for the units is proposed in two locations, one fronting Hindsley's Place and one fronting Westbourne Drive. The refuse storage on Hindsley's Place would be enclosed within the building while the refuse storage fronting Westbourne Drive would be external. The detailed design of the storage fronting Westbourne Drive is not clear and a condition requiring details of this could be added to ensure that it is satisfactory.

g) Other

- 6.19 Due to the location of the site in a residential area a Construction and Logistics Plan is recommended to ensure minimal disruption to neighbouring properties which could be added as a condition.

Noise

- 6.20 Noise from the site both during construction and the use of it once complete have been raised as concerns by neighbouring properties. A Construction and Logistics Plan should ensure that this is minimised during construction and should overcome the concerns raised.
- 6.21 The use of the units is likely to create some noise however soundproofing will be required as part of building regulations. A condition requiring the work element of each of the live/work units to be a use which can be carried out without detriment to the amenity of residential amenities could also be added to protect this. Should noise become an issue Environmental Services could control this through noise legislation available to them.

Impact on Adjoining Properties

- 6.22 As the both the existing and proposed buildings stretch to the boundaries of the site and the site has residential properties located within close proximity there would be an impact on the amenities of neighbouring properties from the proposed development.
- 6.23 The Daylight/sunlight/overshadowing document submitted by the applicant indicates how the daylight would be reduced to neighbouring properties in particular 12 Westbourne Drive along with sunlight and overshadowing to neighbouring gardens. However the level of reduction would be within what is considered acceptable by the BRE. Therefore levels of daylight/sunlight/overshadowing would be considered to be acceptable.
- 6.24 The existing building currently has windows that overlook neighbouring properties. No windows are proposed in the northern elevation of the building which would be an improvement on the current situation for the residents at 12 Westbourne Drive. While more windows, doors and roof terraces are proposed in the eastern and western elevations these would not have any direct window-to-window overlooking and would mainly overlook the existing car park at 12 Westbourne Drive and the road in Hindsley's Place. Windows are proposed in the southern elevation which would be above the garden at 16 and 18 Westbourne Drive. These windows would be obscure glazed and fixed shut to at least 1.7m above internal floor level with the openable part sliding or opening internally so that they do not open past the site boundary. The windows being obscure glazed and fixed shut up to at least 1.7m high would ensure that the clear and openable part would be above eye-level and therefore not cause overlooking in to the garden of 16 and 18 Westbourne Drive.
- 6.25 The building at the four-storey section in particular would be higher than the existing building. To avoid the building at this section being overbearing and featureless the windows in the southern elevation and the indented brickwork in the northern elevation have been added. While large, in comparison to the existing building the proposal would open up both frontages more and create more connection with neighbouring properties and the proposal would therefore not be considered to be unneighbourly.

Sustainability and Energy

a) Renewable Energy

- 6.26 As the proposal is for live/work units it was decided in conjunction with the assessors of BREEAM and the Code for Sustainable Homes that this proposal would be better assessed using the Code for Sustainable Homes as more of the space is for residential use.
- 6.27 The proposal would just meet the requirements for level 4 of the Code for Sustainable Homes which complies with the Council's Core Strategy.
- 6.28 32 Photovoltaic panels have been proposed as provision of renewable energy for the units. This along with the pre-assessment report showing level 4 of the Code for Sustainable Homes would be reached shows a commitment to renewable energy as well as improving carbon emissions.

b) Living Roofs

- 6.29 A living roof is proposed on a small part of the roof. The applicant has suggested that this is due to placing Photovoltaic panels on a significant amount of the roof. However, there are case studies suggesting that a living roof underneath solar panels can improve the performance of the Photovoltaic panels. These were pointed out to the applicant who decided not to try this approach as he was unable to find an example of this having been carried out previously in London. Details of the type of living roof have not been provided however this could be added as a condition to ensure that a suitable type of living roof is achieved.

7.0 Conclusion

- 7.1 The demolition of the existing building and erection of a new building to be used as live/work units would provide a sustainable development which would be in compliance with the Code for Sustainable Home and encourage working from home and subsequently improving the local economy.
- 7.2 While the proposed building would be larger than the existing it would not be out of context with the area and the use for the development.
- 7.3 This application has been considered in the light of policies set out in the development plan and other material considerations including policies in the Core Strategy.
- 7.4 On balance, Officers consider that the proposed development would be an enhancement of the site which would generally comply with the Council's policies and the scheme is therefore considered acceptable.

8.0 Summary of Reasons for Grant of Planning Permission

- 8.1 It is considered that the proposal is appropriate in terms of its form and design and would not result in material harm to the appearance or character of the surrounding area, or the amenities of neighbouring occupiers. The proposal is thereby in accordance with Policies URB 3 Urban Design; URB 12 Landscape and Development; URB 14 Street Furniture and Paving; HSG 4 Residential Amenity and HSG 5 Layout and Design of New Residential Development in the

adopted Unitary Development Plan (July 2004) and Spatial Policy 3 District Hubs; Core Strategy Policy 1 Housing provision, mix and affordability; Core Strategy Policy 5 Other employment locations; Core Strategy Policy 7 Climate change and adapting to the effects; Core Strategy Policy 8 Sustainable design and construction and energy efficiency; Core Strategy Policy 14 Sustainable movement and transport and Core Strategy Policy 15 High quality design for Lewisham in the adopted Core Strategy (June 2011).

9.0 RECOMMENDATION GRANT PERMISSION subject to the following conditions:-

- (1) No development shall commence on site until details of all external materials (including their colour and texture) to be used on the building(s) 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, unless the local planning authority agrees in writing to any variation.
- (2) Details of proposed site boundary treatment(s) and other means of enclosure shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. The details shall be implemented as approved.
- (3) The development hereby approved shall be built to a minimum standard of Level 4 of the Code for Sustainable Homes. Prior to the occupation of the live/work units a copy of the Post Construction Certificate indicating that at least Level 4 of the Code for Sustainable Homes has been achieved shall be submitted to the local planning authority for confirmation.
- (4) Details of cycle parking including enclosure and security to the Westbourne Drive (western) frontage shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. The details shall be implemented as approved.
- (5) Details of refuse storage including enclosure to the Westbourne Drive (western) frontage shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. The details shall be implemented as approved.
- (6) Details of the living roof including typology as indicated on drawing no: 1109_107 Rev J shall be submitted to and approved in writing by the local planning authority prior to the commencement of development. The details shall be implemented as approved.
- (7) A Construction and Logistics Plan (CLP) including construction hours, dust mitigation and wheel washing shall be submitted to and approved in writing by the local planning authority prior the commencement of any works on site. The development shall be carried out in accordance with the approved Construction and Logistics Plan.
- (8) A Delivery and Servicing Plan (DSP) including the management of delivery and servicing trips to the development shall be submitted to and approved in writing by the local planning authority prior to the occupation of the live/work units. Deliveries and Servicing shall be carried out in accordance with the approved Delivery and Servicing Plan.

- (9) The windows in southern elevation should be obscure glazed and fixed shut to at least 1.7m above internal finished floor level with the opening part not opening outside the envelope of the building and maintained as such unless approved in writing by the local planning authority.
- (10) The roof(s) of the development hereby approved shall not be used as a balcony, roof garden or similar amenity area except where indicated as external amenity space on drawing no's: 1109_106 Rev J and 1109_107 Rev J unless otherwise approved in writing by the local planning authority.
- (11) Each live/work unit hereby permitted shall be occupied as a single integrated unit and laid out as shown on the permitted drawings and no further subdivision shall take place without prior written consent of the local planning authority.
- (12) The work element of each live/work unit hereby permitted shall be a use which can be carried out without detriment to the amenity of the other units or the area generally by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.
- (13) The work element of each live/work unit hereby permitted must only operate in conjunction with the residential use and not form a separate entity/unit.
- (14) The residential accommodation of each live/work unit hereby permitted shall not be occupied other than by occupiers of the work space.

Reasons

- (1) 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 adopted Core Strategy (June 2011) and Policy URB 3 Urban Design in the adopted Unitary Development Plan (July 2004).
- (2) To ensure a satisfactory appearance and accord with Policy URB 3 Urban Design in the adopted Unitary Development Plan (July 2004).
- (3) To ensure compliance with Policy 8 Sustainable design and construction and energy efficiency in the adopted Core Strategy (June 2011).
- (4) To ensure a satisfactory appearance and accord with Policy URB 3 Urban Design in the adopted Unitary Development Plan (July 2004).
- (5) To ensure a satisfactory appearance and accord with Policy URB 3 Urban Design in the adopted Unitary Development Plan (July 2004).
- (6) In order to assess the suitability of the proposed living roof.
- (7) To ensure the satisfactory implementation of the development and to protect the amenities of nearby residential occupiers in accordance with Policy HSG 4 Residential Amenity in the adopted Unitary Development Plan (July 2004).

- (8) To protect the amenities of nearby residential occupiers in accordance with Policy HSG 4 Residential Amenity in the adopted Unitary Development Plan (July 2004).
- (9) To avoid the direct overlooking of adjoining properties and consequent loss of privacy thereto and to comply with Policies URB 3 Urban Design and HSG 5 Layout and Design of New Residential Development in the adopted UDP (July 2004).
- (10) In order to prevent any unacceptable loss of privacy to adjoining properties and the area generally and to comply with Policies URB 3 Urban Design, HSG 5 Layout and Design of New Residential Development and HSG 12 Residential Extensions in the adopted UDP (July 2004).
- (11) To safeguard the amenities of the adjoining premises and the area generally and to comply with Policies ENV.PRO 9 Potentially Polluting Uses, ENV.PRO 11 Noise Generating Development and HSG 4 Residential Amenity in the adopted UDP (July 2004).
- (12) To safeguard the amenities of the adjoining premises and the area generally and to comply with Policies ENV.PRO 9 Potentially Polluting Uses, ENV.PRO 11 Noise Generating Development and HSG 4 Residential Amenity in the adopted UDP (July 2004).
- (13) Any separate use would not comply with the local planning authority's normal policies in respect of new development, in particular the provision of off-street parking as set out in Policies HSG 5 Layout and Design of New Residential Development and TRN 26 Car Parking Standards in the adopted UDP (July 2004).
- (14) Any separate use would not comply with the local planning authority's normal policies in respect of new development, in particular the provision of off-street parking as set out in Policies HSG 5 Layout and Design of New Residential Development and TRN 26 Car Parking Standards in the adopted UDP (July 2004).