



## Planning Committee C

### Report title:

**79 DRAKEFELL ROAD, LONDON, SE14 5SH**

**Date:** 21 July 2022

**Key decision:** No.

See "[Legal Requirements](#)" in the guidance for more information.

**Class:** Part 1

See "[Legal Requirements](#)" in the guidance for more information.

**Ward(s) affected:** Telegraph Hill

**Contributors:** Max Curson

### Outline and recommendations

*This report sets out the Officer's recommendation of approval for the above proposal. The report has been brought before Committee for a decision as the application received 13 objections from local residents.*

## Application details

**Application reference number(s):** DC/21/123923

**Application Date:** 04 November 2021

**Applicant:** Skyline Design Ltd on behalf of Mr Saunders Watson

**Proposal:** The demolition of a single storey residential unit at 79 Drakefell Road, SE14 and the construction of 1 x two storey, 4-bedroom house with associated landscaping, cycle parking and refuse and recycling facility.

**Background Papers:** (1) Submission drawings  
(2) Submission technical reports and documents  
(3) Statutory consultee responses

**Designation:** PTAL 4  
Air Quality  
Telegraph Hill Article 4(2) Direction  
Telegraph Hill Conservation Area  
Not a Listed Building

**Screening:** N/A

## 1 SITE AND CONTEXT

### *Site description and current use*

- 1 The application site is a post-war pre-fabricated bungalow which sits on the northern side of Drakefell Road. The site sits within a rectangular plot of land. It is set back from Drakefell Road, with another bungalow, No.85 Drakefell Road, located between the site and the street. The site has a shared boundary at its east with the rear gardens on the western side of Pepys Road. The site is accessed by a narrow stepped footpath from Drakefell Road. The footpath runs along the eastern side on No.85 Drakefell Road. The site has no vehicle access.

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**Figure 1: Site location plan**

***Character of area***

- 2 The area surrounding the property is predominantly residential and is largely characterised by traditional semi-detached and terraced Victorian properties constructed of London stock brick with slate roofs.
- 3 The Greenstreet Hill Development adjoins the site to the west. The development comprises a number of timber framed properties in a variety of colours. The development was a community led housing project pioneered by architect Walter Segel and constructed in 1993. The development has a distinct character that contrasts to the host property and the surrounding streetscape.

***Heritage/archaeology***

- 4 The application site is located within the Telegraph Hill Conservation Area and is subject to an Article 4 Direction. It is not a listed building nor located in the vicinity of one.

***Surrounding area***

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- 5 An entrance to Telegraph Hill Upper Park is located 70m to the west of the site.
- 6 Haberdashers' Hatcham College (Pepys Road Site) is located 130m to the north-east of the application site. There are a number of shops, takeaways and public houses within a 500m radius.

### **Local environment**

- 7 The application site is located within an Air Quality Monitoring Zone.

### **Transport**

- 8 The site has a Public Transport Accessibility Level (PTAL) score of 4 on a scale of 1-6b, 1 being lowest and 6b the highest.
- 9 Brockley Railway Station is located approximately 500m to the south-east of the application site.

## **2 RELEVANT PLANNING HISTORY**

- 10 DC/19/113422: The demolition of a single storey residential unit at 79 Drakefell Road, SE14 and the construction of 2 x two storey, 3-bedroom houses with associated landscaping, cycle parking and refuse and recycling facility. Refused 29 November 2019:
- *The proposed dwellings by virtue of their location in the back garden and their scale, form, massing, design would result in a cramped and incongruous form of development on a restricted site detrimental to the character and appearance of the streetscene and the surrounding Telegraph Hill Area, contrary to the NPPF (2019), Policies 3.5, 7.6 and 7.8 of the London Plan (2016), Policies CS15 and CS16 of the Lewisham Core Strategy (2011), Policies DM33, DM36 of the Development Management Local Plan (2014).*
  - *The proposed development by virtue of its height, bulk and proximity to neighbouring properties and their amenity spaces at Greenhill Street and Pepys Road, would result in material harm to the living conditions of neighbouring residents in terms of overbearing impact and loss of outlook. This is contrary to the provisions of paragraph 124, 128, and 130 of the NPPF (2019), London Plan (2016) Policy 7.4 and 7.6, the adopted Core Strategy (2011) Policy CS15 and the Development Management Local Plan (2014) DM Policies 32 and 33.*
  - *The proposal would endanger trees that contribute to the character and appearance of the Telegraph Hill Conservation Area, the excavation would have a detrimental impact to the trees conditions and retention span. This is contrary to NPPF (2019), Core Strategy (2011) Policy 12, and Development Management Local Plan (2014) DM Policy 25.*
- 11 The application was subsequently dismissed at appeal (Appeal Ref: APP/C5690/W/20/3246216). The Inspector found that, due to the size, footprint, bulk, massing and tree impact, the proposal would result in less than substantial harm to the character and appearance of the Telegraph Hill Conservation Area. The height, depth and bulk of the proposal in combination with its proximity to the rear windows and

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gardens of Nos 128, 130 and 132 Pepys Road and No.10 Greenstreet Hill in particular was judged to be overbearing, and would lead to a degree of enclosure and loss of outlook that would be oppressive.

### 3 CURRENT PLANNING APPLICATION

#### 3.1 THE PROPOSALS

- 12 The application is for the demolition of the existing bungalow and the construction of a two-storey four bedroom five person dwellinghouse. The dwellinghouse would be sited behind No.85 Drakefell Road. Refuse and cycle storage would be situated to the front of the site. No off street car parking is proposed as part of the development.
- 13 The dwelling would be located centrally within the plot with set back from each boundary.

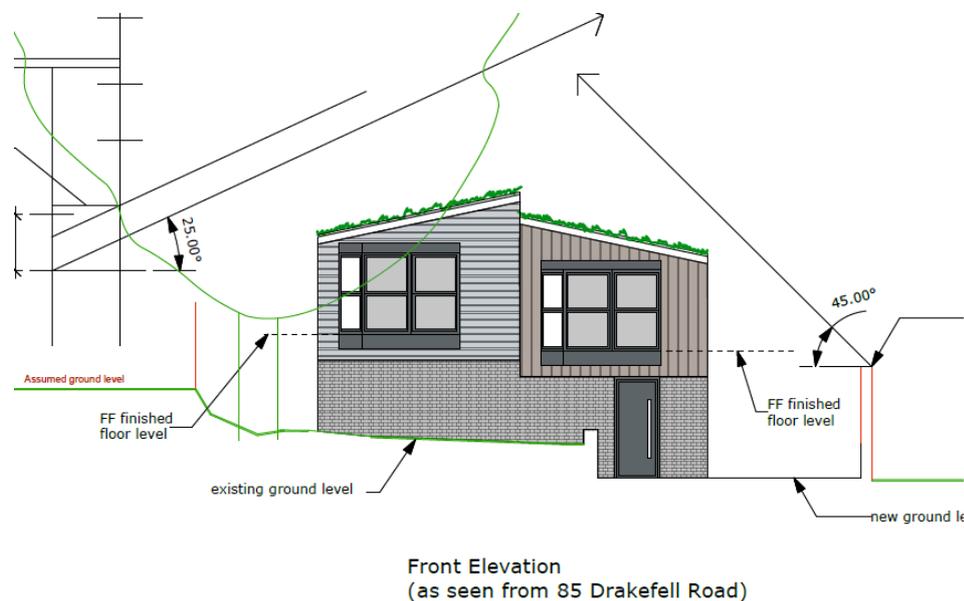


Figure 2: Proposed front elevation

#### 3.2 COMPARISON WITH PREVIOUS SCHEME

- 14 The previous scheme proposed the construction of 2no. two storey three bedroom dwellings. The current proposal is for a single dwelling. While still at two storey height, the overall height of the proposed building has been reduced significantly. The footprint of the proposed building has also been significantly reduced. The revised scheme is only marginally larger than the existing bungalow footprint, and represents a reduction of 35% over the previous scheme. The distances of the proposed building from the properties at Pepys Road have been reduced, and it is both smaller and further away from the properties in the GreenStreet Development. The revised proposal addresses root protection concerns by positioning the new dwelling well away from the tree protection zones and now proposes to excavate a smaller part of the site, compared to the previous

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scheme, which proposed excavations across most of the site. Overall there would be 37% less excavation compared to the previous scheme. The below summarises the changes.

**Table 1: Comparison summary**

	<b>Original scheme</b>	<b>Revised scheme</b>	<b>Difference</b>
Number of properties	2	1	Decrease of 1 unit
Building height	7.3m	6.0m	Decrease of 1.3m
Building depth	12.1m	8.6m	Decrease of 3.5m
Building footprint	106.7sqm	69.8sqm	Decrease in 36.9sqm
Distance from No.132 & 134 Pepys Road	13.3m	15.0m	Increase of 1.7m
Distance from the top of the ground floor window on No.10 Greenstreet Hill to the highest point of the proposed roof	5.6m	9.8m	Increase of 4.2m
Distance from rear boundary	4.5m	6.6m	Increase of 2.1m

## **4 CONSULTATION**

### **4.1 PRE-APPLICATION ENGAGEMENT**

- 15 Ahead of submission of the first planning application, pre-application discussion took place in June 2019 under pre-application reference PRE/19/11958. The written response included comments from Urban and Conservation Officers.
- 16 The pre-application response letter raised objections to two units at the site.
- 17 The policy status of the site has changed since adoption of the Small Sites Design Guide SPD in October 2021. This is discussed in further detail in the principle of development section.

### **4.2 APPLICATION PUBLICITY**

- 18 Site notices were displayed on 03 December 2021 and a press notice was published on 01 December 2021.

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- 19 Letters were sent to residents and business in the surrounding area, the relevant ward Councillors and the Telegraph Hill Society on 09 and 10 of November 2021. Further neighbour letters were sent out on 21 January 2022.
- 20 13 objections from neighbouring residents were received.

#### 4.2.1 Comments in objection

Comment	Para where addressed
The proposal is contrary to DM Policy 33.	47
Impact on the Conservation Area.	81-86
Overbearing impact.	112,113
Cramped development.	47
Impact on privacy through overlooking.	117-119
Tree impact.	116-117
Impact on daylight/sunlight of neighbours.	123-126
Noise and disturbance form increased foot traffic for access path.	128
Emergency vehicle access.	The existing site is in residential use. The emergency vehicle access would remain the same.
Security concerns as the access path backs onto residential properties.	The access path is in current established and accessible. The fence could be scale at present, It would not lead to a loss of security.
No parking space would be provided.	102
The new property would be overlooked on three sides.	65

- 21 A number of other comments were also raised as follows:
- 22 Construction traffic concerns – The proposal will be subject to a construction management plan condition, to ensure the impact of construction on the transport network is suitably managed.
- 23 Construction noise and disturbance – The proposal is modest in size. Construction noise and disturbance would not be a material planning consideration. Construction hours are covered by separate legislation.
- 24 Structural concerns – Structural integrity is not a material planning consideration.

### 4.3 INTERNAL CONSULTATION

- 25 The following internal consultees were notified on 09 November 2011:
- 26 Highways: did not provide comments.

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27 Conservation: raised no objections. See paras 81-86 for further details.

28 Urban Design: did not provide comments.

## **4.4 EXTERNAL CONSULTATION**

29 Given the nature of the proposal, no external consultees were consulted.

## **5 POLICY CONTEXT**

### **5.1 LEGISLATION**

30 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).

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

### **5.2 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 aforementioned directions and the test of reasonableness.

### **5.3 NATIONAL POLICY & GUIDANCE**

- National Planning Policy Framework 2021 (NPPF)
- National Planning Policy Guidance 2014 onwards (NPPG)
- National Design Guidance 2019 (NDG)

### **5.4 DEVELOPMENT PLAN**

35 The Development Plan comprises:

- London Plan (March 2021) (LPP)
- Core Strategy (June 2011) (CSP)

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- Development Management Local Plan (November 2014) (DMP)
- Site Allocations Local Plan (June 2013) (SALP)
- Lewisham Town Centre Local Plan (February 2014) (LTCP)

## 5.5 SUPPLEMENTARY PLANNING GUIDANCE

36 Lewisham SPG/SPD:

- Alterations and Extensions Supplementary Planning Document (April 2019)

37 London Plan SPG/SPD:

- Housing (March 2016)

## 5.6 OTHER MATERIAL DOCUMENTS

- Telegraph Hill Conservation Area Character Appraisal (2008)

## 6 PLANNING CONSIDERATIONS

38 The main issues are:

- Principle of Development
- Housing
- Urban Design and Heritage
- Impact on Adjoining Properties
- Transport
- Sustainable Development
- Natural Environment
- Planning Obligations

### 6.1 PRINCIPLE OF DEVELOPMENT

#### *General policy*

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.

40 The London Plan (LP) sets out a sequential spatial approach to making the best use of land set out in LPP GG2 (Parts A to C) that should be followed.

#### *Policy*

41 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.

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- 42 The Core Strategy (CSP) recognises the Borough's need for housing and outlines the objectives to achieve 18,165 new dwellings between 2009/2010 and 2025. The London Plan (LPP) at Policy H1 increases Lewisham's ten-year (2019/20 - 2028/29) housing target at 16,670, or 1,667 as an annualised average. Lewisham Core Strategy Spatial Policy 1 'Lewisham Spatial Strategy' that links to Core Strategy Objective 2 'Housing Provision and Distribution' supports the delivery of new housing to meet local need.
- 43 LPP H2 states that boroughs should increase the contribution of small sites (below 0.25 hectares) to meeting London's housing needs and sets a ten year target for Lewisham of 3,790 new homes.
- 44 DMP 33 sets out the requirements for a variety of sites within residential areas that may come forward for development. Development on these sites require careful consideration due to the need to preserve the quality and amenity of residential areas. The main types of sites are infill sites, backland sites, back gardens and amenity area.
- 45 The Small Sites SPD (2021) states that single storey detached dwellings such as bungalows usually represent an under-use of space. In these cases the most efficient way to achieve a greater uplift in the number of homes on the site might be to demolish the existing building and to replace it with a new home.

#### *Discussion*

- 46 The current use of the site is residential. The site contains one single storey bungalow which was constructed after the war to provide much needed housing following the bombing of the Telegraph Hill area. As such, officers have no objection in principle to using this land for residential use, subject to compliance with other policies.
- 47 The previous Officer's Report objected to the principle of development, on the grounds that, as the site would be divided in two to accommodate two dwellings, it would constitute development on back gardens, as an additional dwelling would be erected on land that currently functions as a rear garden to No.79 Drakefell Road. As such, the proposal was contrary to DMLP 33, which seeks to prevent residential development in back gardens. The current proposal is for a single dwelling, which would sit within the existing plot. The existing bungalow would be demolished and in its place a two storey dwellinghouse constructed. As such, no additional dwelling would be constructed on private garden land. DMLP 33 is, therefore, not relevant to the current application.
- 48 In accordance with the guidance on bungalows in the Small Sites SPD, the application site is seen as an under use of space. The proposal would accord with the SPD's suggestion that the most efficient way of developing these sites is often to demolish the building and replace it with a new home.
- 49 The existing property is in a poor state of disrepair and has not been occupied for some time. The proposal would not lead to a net increase in the housing stock for Lewisham. Whilst the total housing stock would remain the same, it would result in an increase in family housing. Single family housing is defined in the Development Management Local Plan a single family houses with three or more bedrooms. The addition of family accommodation would make a positive contribution to local housing targets and the delivery of an identified housing need. This is a planning merit, which carries weight in the overall planning balance.

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### 6.1.1 Principle of development conclusions

50 The principle of development is supported subject to details.

## 6.2 HOUSING

51 This section covers: (i) the contribution to housing supply, including density; (ii) the dwelling size mix; (iii) the standard of accommodation; and (iv) total affordable housing proposed and its tenure split.

### 6.2.1 Contribution to housing supply

#### *Policy*

52 National and regional policy promotes the most efficient use of land.

53 LPP D2 sets out that the density of development proposals should consider, and be linked to, the provision of future planned levels of infrastructure and be proportionate to the site's connectivity and accessibility by walking, cycling and public transport to jobs and services (including both PTAL and access to local services).

#### *Discussion*

54 The proposal would replace a non-family unit with a family sized home.

### 6.2.2 Residential Quality

#### *General Policy*

55 NPPF para 130 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 D6), the Core Strategy (CS P15), the Local Plan (DMP 32) and associated guidance (Housing SPD 2017, GLA; Alterations and Extensions SPD 2019, LBL).

56 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***

#### *Policy*

57 LPP D6 seeks to achieve housing development with the highest quality internally and externally in relation to their context. Minimum space standards are set out in Table 3.1 of the London Plan.

#### *Discussion*

58 The table below sets out proposed dwelling sizes.

**Table 2: Internal space standards – proposed v target**

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No of bedrooms	No. of persons	1 storey dwelling (proposed (target))	2 storey dwelling (proposed (target))	3 storey dwelling (proposed (target))	Built-in storage (proposed (target))
4b	5p	N/A	120.5 sqm (97)	N/A	5.995 sqm( 3.0)

59 The proposed development would meet the requirements of LPP D6 in terms of total floor space and storage space. The master bedroom meets the 11.5 sqm area requirements of Table 3.1 of the London Plan. Each of the single bedrooms has an area greater than 7.5sqm, and sufficient width to comply with Table 3.1

60 LPP D6 (F)(8) sets out that the minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling. The ground floor of the property achieves the 2.5m height requirement. The ceiling height at first floor level slopes down from 2.565 at bedroom 1 and 2.554 at bedroom three. Whilst the average height is slightly below the London Plan requirements at first floor level, given the site specific circumstances, specifically the need to minimise height for both visual and neighbouring amenity reasons, it is acknowledged that a 2.5m ceiling height is not feasible in context.

61 LPP D6 (F)(9) states that a minimum of 5sqm of private outdoor amenity space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant. The proposed development would greatly exceed the required amount of amenity space.

### ***Outlook & Privacy and Overheating***

#### *Policy*

62 DMP 32 expects all new development to provide a satisfactory level of privacy, outlook and natural lighting for both its future residents, which is also supported by the Mayors Housing SPD. Furthermore, the London Plan Policy D6 requires the highest standards of design and construction to be achieved, including the avoidance of single-aspect units.

63 London Plan Policies D6 and SI4 seek to avoid internal overheating through design, materials, construction and operation of the development. The Mayor's Housing SPG also demonstrates that development proposals should achieve an appropriate design of dwellings to avoid overheating without heavy reliance on energy intensive mechanical cooling systems.

64 The Small Sites SPD (2021) notes that the architecture of small sites will often need to work harder to protect and achieve privacy and outlook of neighbours and at the same time provide adequate privacy and outlook to the new residents.

#### *Discussion*

65 The proposed development would be double aspect and have good levels of outlook. Whilst the proposal would be overlooked by both properties at the Greenstreet Development and Pepys Road, this issue remains for the existing bungalow. Panes of the oriel windows at first floor level would be obscure glazed to protect internal privacy from direct overlooking. Officers also consider that the double aspect would provide adequate levels of passive ventilation and with it mitigation against overheating. The levels of overlooking would match that of the existing bungalow.

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## **Daylight and Sunlight**

### *Policy*

- 66 DM Policy 32 (1) (b) expects new development to provide a 'satisfactory level' of privacy, outlook and natural lighting for its future residents.

### *Discussion*

- 67 Officers consider the daylight and sunlight levels would be acceptable. No assessment has been provided but it is not considered necessary for this scheme given its modest scale, double aspect and detached nature. The levels of daylight and sunlight would broadly match those available to the existing bungalow.

## **Noise & Disturbance**

### *Policy*

- 68 The NPPF at paragraph 170 states decisions should among other things prevent new and existing development from contributing to being put at unacceptable risk from or being adversely affected by unacceptable levels of noise pollution. Development should help to improve local environmental conditions.
- 69 Paragraph 180 states that decisions should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impacts on health and the quality of life.
- 70 The objectives of the NPPF and NPPG are reflected in Core Strategy Objective 5 and DM Policy 26.

### *Discussion*

- 71 The proposed development would be located amongst residential properties. As such, the proposed use is considered compatible with the surrounding area and no increase in noise beyond typical residential use is anticipated.

### **6.2.3 Housing conclusion**

- 72 Whilst the proposed development does not achieve the 2.5m floor to ceiling height at first floor level, on balance, given the site context, ample amenity space, and general high quality of accommodation, the proposal is considered acceptable on housing grounds.

## **6.3 URBAN DESIGN & HERITAGE**

### *General Policy*

- 73 The NPPF at para 126 states the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.
- 74 LPP D3 requires new development proposals to enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout,

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orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.

- 75 Core Strategy Policy 15 High quality design for Lewisham repeats the necessity to achieve high quality design but also confirms a requirement for new developments to minimise crime and the fear of crime.
- 76 DMLP DM30, Urban design and local character states that all new developments should provide a high standard of design and should respect the existing forms of development in the vicinity. The London Plan, Lewisham Core Strategy and Lewisham DMLP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality urban design. DM Policy 33 seek to protect and enhance the Borough's character and street frontages through appropriate and high-quality design. The Small Sites SPD is applicable.

#### *Heritage policy*

- 77 Section 72 of the of the Planning (Listed Buildings and Conservation Areas) Act 1990 gives LPAs the duty to have special regard to the desirability of preserving or enhancing the character or appearance of Conservation Areas.
- 78 Relevant paragraphs of Chapter 16 of the NPPF set out how LPAs should approach determining applications that relate to heritage assets. This includes giving great weight to the asset's conservation, when considering the impact of a proposed development on the significance of a designated heritage asset. Further, that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset that harm should be weighed against the public benefits of the proposal.
- 79 CSP 16 ensures the value and significance of the borough's heritage assets are among things enhanced and conserved in line with national and regional policy.
- 80 DMP 36 echoes national and regional policy and summarises the steps the borough will take to manage changes to Conservation Areas, Listed Buildings, Scheduled Ancient Monuments and Registered Parks and Gardens so that their value and significance as designated heritage assets is maintained and enhanced.

#### *Discussion*

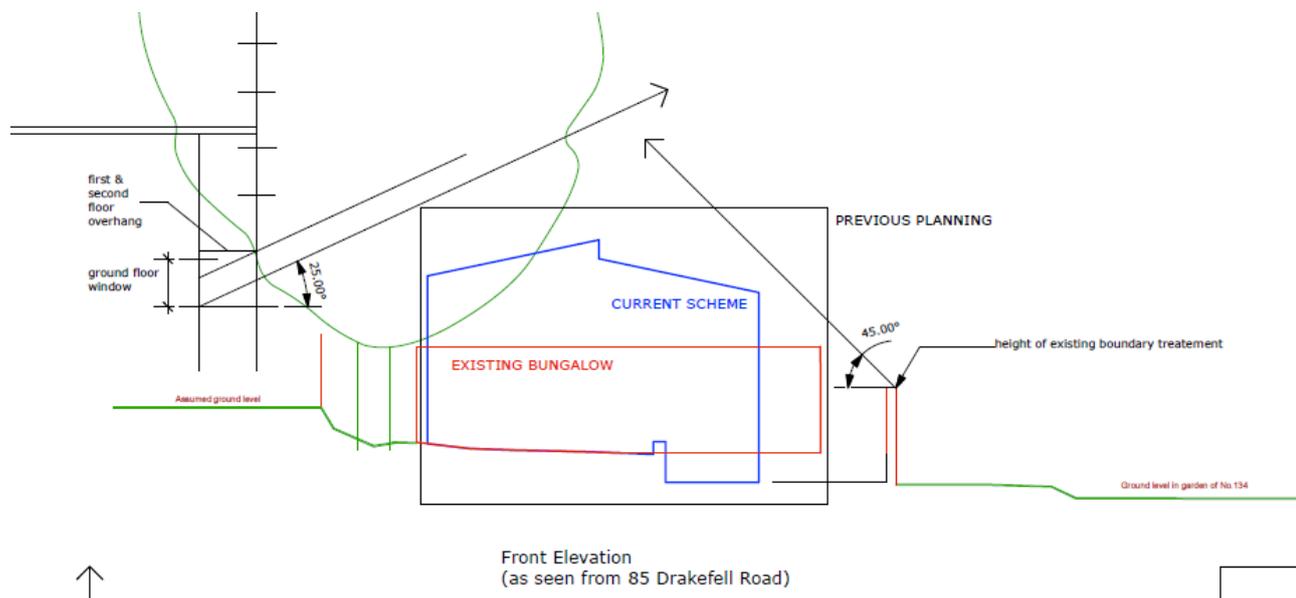
- 81 The proposed dwelling would be 8.615m in depth, 8.1m in width, with an eaves height of 4.0m at its western elevation when measured from the existing ground level, and 4.715m when measured from the new ground level at the western elevation.
- 82 Officers note that the previous scheme was refused and dismissed at appeal. The inspector found that, due to the size, footprint bulk, massing and tree impact, the proposal would result in less than substantial harm to the character and appearance of the Telegraph Hill Conservation Area. The current proposal is materially smaller than the previous application. The number of properties proposed on the site has been reduced from two to one. The proposal will involve the reduction in the site levels of 79 Drakefell Road resulting in the finished floor level being lower than existing. The overall building height has been reduced to 6.0m, down from 7.3m (including excavation). The footprint of the building has been reduced to 69.8sqm, down from 106.7sqm. The eaves level of the new flank wall is only 1.735m higher than that of the existing bungalow.

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83 In urban design and heritage terms, the inspector found issue with the bulk and height of the previous proposal. As demonstrated, the current proposal is significantly smaller and less bulky than the previously refused proposal. Furthermore, the roof form has been altered, reducing its height and angle, to appear less significant when viewed from the public realm.



**Figure 3: Size comparison**

84 The Conservation Officer reviewed the proposal and noted that the impact on the character and appearance of the Telegraph Hill Conservation Area has been lessened by the less prominent and obtrusive altered roof design, reduced roof height and reduced property mass.

85 The proposal would be constructed of vertical and horizontal timber cladding boards, stained grey and brown at first floor level, and dark grey engineering bricks at ground floor level, with dark grey aluminium windows and door frames, and a green sedum roof. The proposal would have oriel windows at the first floor front and rear elevation. The Inspector had no objection to the materials, and the Conservation Officer considers that they will respond well to both Greenstreet Hill and their garden setting. The proposal would increase the sense of visual enclosure to the rear gardens of the Pepys Road properties to a degree. Due to the set back from the boundary, the lower profile roof and the greening of it, this will be a less harmful impact on the garden character element of the conservation area. The Conservation Officer concludes that the proposal is a sensitive replacement of the existing prefabricated bungalow, and responds to its varied context. The proposal would preserve the character and appearance of the conservation area as well as the settings of the neighbouring non-designated heritage assets on Pepys Road.

86 Officers consider that the current proposal would lead to no harm to the Telegraph Hill Conservation Area.

#### *Summary*

87 Officers, having regard to the statutory duties in respect of listed buildings in the Planning (Listed Buildings and Conservation Areas) Act 1990 and the relevant paragraphs in the NPPF in relation to conserving the historic environment, are satisfied

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the proposal would preserve the character and appearance of the Telegraph Hill Conservation Area.

## 6.4 TRANSPORT IMPACT

### *General policy*

- 88 Nationally, the NPPF requires the planning system to actively manage growth to support the objectives of para 104. This includes: (a) addressing impact on the transport network; (b) realise opportunities from existing or proposed transport infrastructure; (c) promoting walking, cycling and public transport use; (d) avoiding and mitigating adverse environmental impacts of traffic; and (e) ensuring the design of transport considerations contribute to high quality places. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and a choice of transport modes.
- 89 Para 111 states “Development should only be prevented or refused on transport grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.
- 90 Regionally, the Mayor’s Transport Strategy (‘the MTS’, GLA, March 2018) sets out the vision for London to become a city where walking, cycling and green public transport become the most appealing and practical choices. The MTS recognises links between car dependency and public health concerns.
- 91 The Core Strategy, at Objective 9 and CSP14, reflects the national and regional priorities.

### 6.4.1 Local Transport Network

#### *Policy*

- 92 The NPPF at paragraph 104 states that significant impacts on the transport network (in terms of capacity and congestion) should be mitigated to an acceptable degree.

#### *Discussion*

- 93 The application site has a PTAL rating of 4 which is an average level of public transport accessibility. Officers are satisfied that the modest scale of development would prevent the need for any mitigation in terms of increased transport capacity and that any impacts to the local transport network could be accommodated within the existing transport services and infrastructure.

### 6.4.2 Servicing and refuse

#### *Policy*

- 94 LPP T7 states that development proposals should facilitate sustainable freight movement by rail, waterways and road.
- 95 CSP13 sets out the Council’s waste management strategy for new development and states that major developments should be designed to incorporate the existing and future long-term needs of waste management and disposal.

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96 Storage facilities for waste and recycling containers should meet at least BS5906:2005 Code of Practice for waste management in Buildings in accordance with London Plan Housing Supplementary Planning Guidance (2016) standard 23.

*Discussion*

97 The plans show bin storage would be located at the front of the property. The refuse would be collected from Drakefell Road in accordance with the current site arrangements. The pull distance to Drakefell Road from the proposal would be 14.8m. Whilst this is more than the recommended distance of 10m, given that there is an existing residential dwelling on the site and the arrangement would be similar to the existing situation, there is no objection.

### 6.4.3 Transport modes

#### **Cycling**

*Policy*

98 Residential development is required to provide cycle parking in accordance with the requirements of Policy T5 and Table 10.2 of the London Plan.

99 Secure cycle parking should be provided at the site in line with the London Plan (2021) and London Plan Housing Supplementary Planning Guidance (2016) standards 20 and 21 which state the following:

- Standard 20 (Policy 6.9) - All developments should provide dedicated storage space for cycles at the following level: 1 per studio and one bed 2 per all other dwellings.
- Standard 21 - Individual or communal cycle storage outside the home should be secure, sheltered (weatherproof) and adequately lit, with convenient access to the street. Cycle storage identified in habitable rooms or on balconies will not be considered acceptable.

*Discussion*

100 Two cycle parking spaces are required. Two cycle parking spaces are located near the entrance to the proposed house. No details on whether the cycle storage would be sheltered and weatherproofed have been provided, however the site is capable of including such storage. As such, a condition is recommended for the submission of full details of the cycle storage to be approved in writing by the Council ahead of first occupation.

#### **Private cars (include disabled and electric charging points)**

*Policy*

101 LPP T6 supported by CSP 14 and DMP 29 require developments to take a restrained approach to parking provision to ensure a balance is struck to prevent excessive car parking provision that can undermine cycling, walking and public transport use. Table 10.3 of the London Plan sets the maximum car parking standards for residential developments.

*Discussion*

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102 No off street parking is proposed. No off-street parking is currently provided by the site at present. The application site has a PTAL rating of 4. Table 10.3 of the London Plan sets out that all new residential developments in inner London locations with a PTAL rating of 4 should be car free. Given the application site is located wholly within PTAL 4, the proposed car free development is considered compliant with Table 10.3 of the London Plan and acceptable.

#### **6.4.4 Transport impact conclusion**

103 The proposal is acceptable in terms of transport impact.

### **6.5 LIVING CONDITIONS OF NEIGHBOURS**

#### *General Policy*

104 NPPF para 130 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. At para 183 it states decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health and living conditions.

105 The NPPF at para 174(e) states decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. At para 180(a) of the NPPF states that planning decisions should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.

106 This is reflected in relevant policies of the London Plan (LPP D3), the Core Strategy (CP15), the Local Plan (DMPs 32 and 33) and associated guidance.

107 LPP D3 states that development proposals should deliver appropriate impacts to outlook, privacy and amenity as well as mitigating noise levels.

108 Further guidance is given in the London Plan Housing SPG 2017.

#### **6.5.1 Enclosure and Outlook**

##### *Policy*

109 Overbearing impact arising from the scale and position of blocks is subject to local context. Outlook is quoted as a distance between habitable rooms and boundaries. Privacy standards are distances between directly facing existing and new habitable windows and from shared boundaries where overlooking of amenity space might arise.

110 DMP 32 expects new developments to provide a 'satisfactory level' of privacy, outlook and natural lighting for its neighbours.

111 Section 12 of the Small Sites SPD provides design principles to ensure neighbouring amenity is protected.

##### *Discussion*

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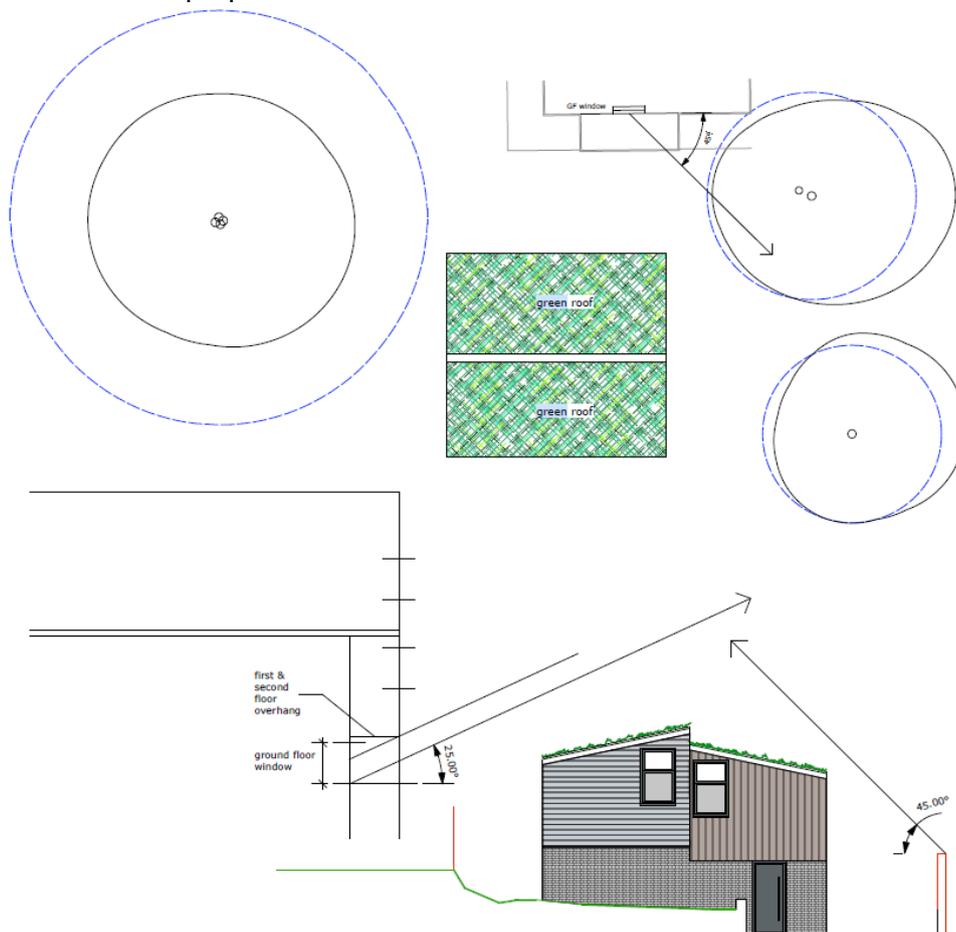
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## Greenstreet Development

112

The previous scheme was considered to cause unacceptable harm to the living conditions of the occupiers of neighbouring dwellings. Specific mention was made of the ground floor window of 10 Greenstreet Hill. The revised dwelling has been repositioned, and the height reduced, so that outlook from the window of concern is now improved. The proposal has an eaves height of 4.0m at its western elevation when measured from the existing ground level, and 4.715m when measured from the new ground level at the western elevation. The eaves height of the flank wall closest to the ground floor window at No.10 would only be 1.735m higher than the eaves level of the existing bungalow. The distance from the top of the ground floor window at No.10 Greenstreet hill, to the pitched of the proposed roof has increased from 5.6m to 9.8m. Views from the window are possible almost head-on and it is also possible to see past and over the proposed dwelling. This is demonstrated in the figure below. As such, Officers are satisfied that the proposal would not result in a material impact in terms of loss of outlook or increased enclosure for the properties Greenstreet Hill.



**Figure 4: Greenstreet outlook**

## Pepys Road

113

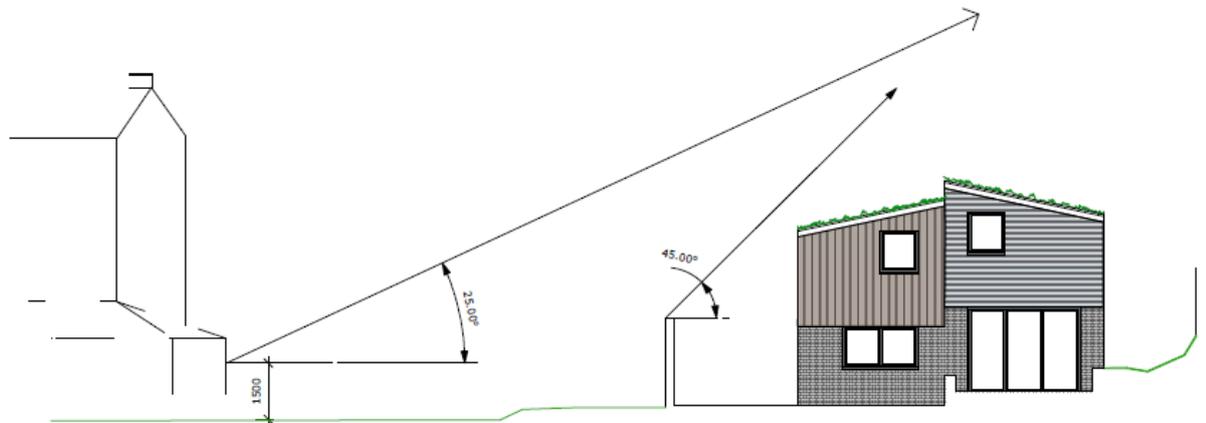
The proposed developed has been pulled away from the shared boundary with the Pepys Road by a minimum of 2.7m and up to 3.4m. The views from Pepys Road are much improved, and the development is a smaller visual presence than the Greenstreet development which sits behind it when viewed from the rear of Pepys Road. This is demonstrated in the figures below. The proposal would comfortably pass 25 degree tests

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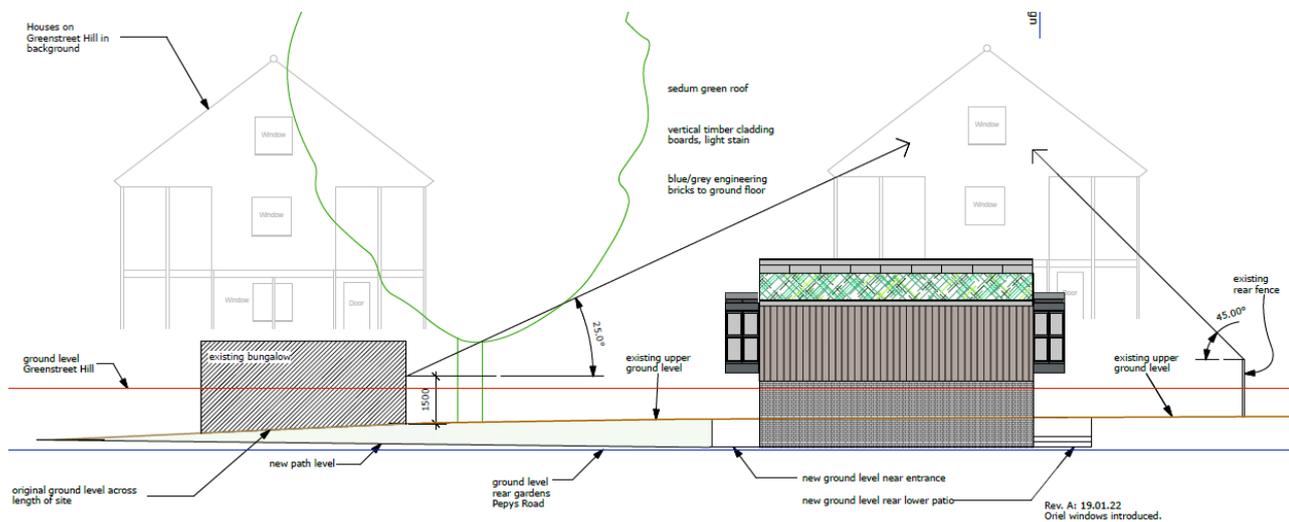
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for the properties at Pepys Road. As such, the proposal would not have a material impact on the living conditions of the properties on Pepys Road in terms of loss of outlook or increase enclosure.



**Figure 5: Pepys Road outlook**



**Figure 6: Side elevation view from Pepys Road**

## 6.5.2 Privacy

### *Policy*

- 114 Privacy standards are distances between directly facing existing and new habitable windows and from shared boundaries where overlooking of amenity space might arise.
- 115 DMP 32 expects new developments to provide a 'satisfactory level' of privacy, outlook and natural lighting for its neighbours.
- 116 Section 12 of the Small Sites SPD provides design principles to ensure neighbouring amenity is protected.

### *Discussion*

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- 117 Section 12.4 of the SPD provides guidance on privacy, overlooking and aspect, whilst paragraph 12.4.3 and 12.4.4 relate specifically to privacy of gardens. The SPD sets out:
- 118 *'In general terms, the privacy of the first 10m of rear gardens (defined as the area of rear garden extending 10m beyond the furthest rear part of the dwelling, for the width of the main part of that property) should be protected from direct overlooking from habitable room windows of new dwellings. To protect these areas, conventional windows (ie. vertically aligned with clear glass) should be located more than 6m from the rear edge of this 10m privacy area (see figures 29 and 30). In instances where this is not possible, windows in new development serving habitable rooms which face towards private amenity space of existing dwellings should take steps to avoid overlooking. This could be through the use of sloping roof windows, obscured glass, or projecting windows that limit direct overlooking by focusing outlook sideways or upwards (see figure 31). The use of such methods should not compromise the quality of outlook of new development, however, and planning applications for new homes which rely on such methods must demonstrate how the quality of new accommodation is not diminished.'*
- 119 The proposal has introduces projecting oriel windows at first floor level. These windows would be located at the front and rear elevations. The design of the oriel windows are asymmetrical, with one glass pane in each window larger than the other. The larger pane is proposed to be obscure glazed to protect privacy for the two south facing windows, and obscure glazed for the north facing angles of the window that would face towards Pepys Road. The proposal achieves the required 10m plus 6m privacy window distance for all but one of the surrounding properties, No.126 Pepys Road, which had recently added a rear extension. The SPD notes that in instances where this is not possible, windows in new development serving habitable rooms which face towards private amenity space of existing dwellings should take steps to avoid overlooking. To avoid overlooking the proposed windows would be obscure glazed and would face the property at an angle. Therefore, Officers are satisfied that the proposal would not have a material impact on the privacy of the neighbours.

### 6.5.3 Daylight and Sunlight

#### *Policy*

- 120 The NPPF does not express particular standards for daylight and sunlight.
- 121 DMP 32 expects new developments to provide a 'satisfactory level' of natural lighting for its neighbours.

#### *Discussion*

- 122 A daylight & sunlight study was submitted as part of the proposal (Watt Energy & Consulting Engineers, September 2021).

#### Daylight

- 123 Any reduction in the total amount of skylight can be calculated by finding the Vertical Sky Component (VSC) at the centre of each main window. The VSC is a measure of the light reaching the centre of a window. It is the ratio between the vertical illuminance on the glazing direct from the sky and the illuminance from an unobstructed sky. For a CIE standard overcast sky with no obstructions the VSC is 40%. A VSC of 27% is regarded as offering the potential for good daylight. This corresponds to an angle of obstruction of 27 degrees. If the VSC for the affected window is greater than 27% then it can be

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considered that enough skylight should still be reaching the window of the existing building. Any reduction below this level should be kept to a minimum. If the VSC, with the new development in place, is both less than 27% and less than 0.8 times its former value, then occupants of the existing building will notice the reduction in the amount of skylight.

- 124 Virtual environment modelling calculations confirm that the VSC for all the windows is either 27% or 0.8 times its former value. As such, it would not lead to a material reduction in the amount neighbours' access to daylight.

#### Sunlight

- 125 The BRE Guide states that obstruction to sunlight may become an issue if: Some part of the new development is situated within 90° of due south of a main window wall of an existing building.
- 126 The proposed development at 79 Drakefell Road would not result in an obstruction of sunlight to the surrounding properties, as the development is not situated within 90 degree of due south of a main window wall.

### **6.5.4 Noise and disturbance**

#### *Policy*

- 127 PPG states LPAs should consider noise when new developments may create additional noise and when new developments would be sensitive to the prevailing acoustic environment.

#### *Discussion*

- 128 The proposal is to replace one residential dwelling with another. The existing access to the site is established and accessible via Drakefell Road. Whilst the proposed dwelling would be larger than the existing, as it sits within a residential area, it is not considered to result in any material long-term impacts in terms of noise and disturbance. The construction phase of development is likely to introduce short-term disturbances to the surrounding properties. However, in this case, Officers do not consider construction noise to be a material planning consideration due to the modest scale of development. Hours of construction work are covered by legislation.

### **6.5.5 Impact on neighbours conclusion**

- 129 The proposal would not lead to any adverse impacts for the surrounding residential properties.

## **6.6 SUSTAINABLE DEVELOPMENT**

#### *Living roofs*

- 130 The proposal would have a sedum roof. The green roof is welcomed and considered to have benefits in terms of run off, nature, and biodiversity, as well as reducing the visual impact of the proposal. Details of the green roof will be secured via condition.

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## 6.7 NATURAL ENVIRONMENT

### 6.7.1 Trees

#### *Policy*

- 131 S.197 of the Town and Country Planning Act gives LPAs specific duties in respect of trees.
- 132 At paragraph 131 the NPPF is clear that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. At para 174 the NPPF expects development to contribute to and enhance the natural and local environment.
- 133 LPP G7 expects development proposals to ensure that, wherever possible, existing trees of value are retained. Where it is necessary to remove trees, adequate replacement is expected based on the existing value of the benefits of the trees removed, determined by, for example, i-tree or CAVAT or other appropriate valuation system.
- 134 CSP 12 seeks to protect trees and prevent the loss of trees of amenity value, with replacements where loss does occur.
- 135 DMP 25 states that development schemes should not result in an unacceptable loss of trees, especially those that make a significant contribution to the character or appearance of an area, unless they are considered dangerous to the public by an approved Arboricultural Survey. Where trees are removed as part of new development, replacement planting will normally be required. New or replacement species should be selected to avoid the risk of decline or death arising from increases in non-native pests and diseases.

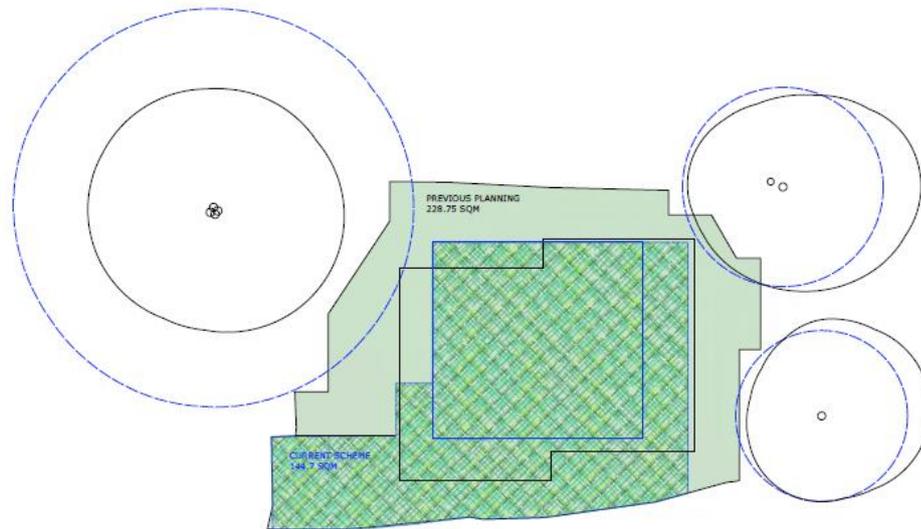
#### *Discussion*

- 136 No trees are proposed to be removed. Officers note that the inspector took issue with the level of excavation in proximity to the root protection areas of trees at the site. There is one significant tree located on the Western corner of the site. Two further trees are located on the Northern side. The development has addressed this issue by relocating the proposal away from the existing trees. The proposal also excavate a smaller part of the site, compared to the previous scheme, which proposed excavations across most of the site. This is demonstrated in the figure below, with the current footprint shown in blue, and the footprint of the previous application shown in black. The green area shows the extent of the excavation of the previous scheme, and the hatched area shows the current excavation. In total, there is a 37% reduction compared to the previous scheme.

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**Figure 7: Location of trees**

- 137 The arboricultural report submitted (ACS Trees Consulting, October 2021) concludes that provided the standard tree protection measures are implemented from the outset of the project, the trees which contribute to the local landscape will be unharmed and will continue to grow normally. A condition is recommended to ensure the construction is carried out in line with the recommendations set out in the arboricultural report.

## **7 LOCAL FINANCE CONSIDERATIONS**

- 138 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).

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

- 140 The CIL is therefore a material consideration.

- 141 CIL will be calculated if members decide to grant permission to the application.

## **8 EQUALITIES CONSIDERATIONS**

- 142 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.

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- 143 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.
- 144 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.
- 145 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>
- 146 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
- 147 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>
- 148 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.

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## 9 HUMAN RIGHTS IMPLICATIONS

- 149 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
- 150 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.
- 151 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.
- 152 This application has the legitimate aim of providing a new buildings for residential use. The rights potentially engaged by this application, including Article 8 and Protocol 1, Article 1 are not considered to be unlawfully interfered with by this proposal.

## 10 CONCLUSION

- 153 This application has been considered in the light of policies set out in the development plan and other material considerations.
- 154 The principle of developing the site for a replacement residential dwelling in a sustainable urban location is acceptable and in accordance with the Development Plan, and weight is given to this planning merit. The provision of family accommodation would make a positive contribution towards local housing unit mix and the delivery of an identified housing need. The modest size and location of the proposal would ensure that it is not visually prominent from the public realm, and would preserve the character and appearance of the Telegraph Hill Conservation Area. The proposal has demonstrated that it would not have a material impact on the living conditions of the neighbours through loss of daylight/sunlight, outlook, privacy, or increase enclosure or noise and disturbance. As such, the application is recommended for approval subject to the condition set out below

## 11 RECOMMENDATION

- 155 That the Committee resolve to **GRANT** planning permission subject to the following conditions and informatives:

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

Arboricultural Appraisal and Implications Assessment (ACS Trees Consulting, October 2021); 511.1250.RSM.01; 511.100.COMP.02; 511.100.RSM.01.  
Received 18 October 2021.

511.100.COMP.01; 511.100.COMP.03 Rev A. Received 04 November 2021.

511.500.RSM.01 Rev A; 511.200.RSM.01 Rev A; 511.500.RSM.02 Rev A;  
511.100.RSM.03 Rev A; 511.100.RSM.05 Rev A; 511.100.RSM.02 Rev A;  
511.100.RSM.04 Rev A; 511.100.RSM.09 Rev A; 511.100.RSM.08 Rev A;  
511.100.RSM.07 Rev A; 511.100.RSM.06 Rev A; 511.200.RSM.02 Rev A.  
Received 21 January 2022.

**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) The proposed development shall be carried out in full accordance with recommendations included in the submitted Arboricultural Appraisal and Implications Assessment (ACS Trees Consulting, October 2021) that was received by the local planning authority on 18 October 2021.

**Reason:** To safeguard the health and safety of trees during building operations and the visual amenities of the area generally and to comply with Policy 12 Open space and environmental assets of the Core Strategy (June 2011), and DM Policy 25 Landscaping and trees and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

4) (a) Prior to first occupation, full details of the cycle parking facilities shall be submitted to and approved in writing by the local planning authority.

(b) All cycle parking spaces shall be provided in accordance with approved details 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 T5 cycling and Table 10.2 of the London Plan (March 2021) and Policy 14: Sustainable movement and transport of the Core Strategy (2011).

5) (a) A scheme of soft landscaping (including details of any trees or hedges to be retained and proposed plant numbers, species, location and size of trees and tree pits) and details of the management and maintenance of the

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landscaping for a period of five years shall be submitted to and approved in writing by the local planning authority prior to construction of the above ground works.

- (b) All planting, seeding or turfing shall be carried out in the first planting and seeding seasons following the completion of the development, in accordance with the approved scheme under part (a). Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

**Reason:** In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Core Strategy Policy 12 Open space and environmental assets, Policy 15 High quality design for Lewisham of the Core Strategy (June 2011), and DM Policy 25 Landscaping and trees and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

- 6) (a) Details of the proposed boundary treatments including any gates, walls or fences shall be submitted to and approved in writing by the local planning authority prior to construction of the above ground works.
- (b) The approved boundary treatments shall be implemented prior to occupation of the buildings and retained in perpetuity.

**Reason:** To ensure that the boundary treatment is of adequate design in the interests of visual and residential amenity 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).

- 7) Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), the new windows to be installed in the first floor front and rear elevation of the building hereby approved shall be fitted as obscure glazed as shown on drawing 511.100.RSM.03 Rev A and retained in perpetuity.

**Reason:** To avoid the direct overlooking of adjoining properties and consequent loss of privacy thereto and to comply with DM Policy 31 Alterations and extensions to existing buildings including residential extensions, DM Policy 32 Housing design, layout and space standards, DM Policy 32 Housing design, layout and space standards, and Policy 33 Development on infill sites, backland sites, back gardens and amenity areas of the Development Management Local Plan (November 2014).

## 11.2 INFORMATIVES

- 1) 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,

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positive discussions took place which resulted in further information being submitted.

- 2) 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>
- 3) 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.

## **12 BACKGROUND PAPERS**

- 156
- 1) Submission drawings
  - 2) Submission technical reports and documents
  - 3) Statutory consultee responses

## **13 REPORT AUTHOR AND CONTACT**

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