

Committee	PLANNING COMMITTEE C	
Report Title	Block D at Hatcham Mews Business Centre, Hatcham Park Mews SE14	
Ward	New Cross	
Contributors	Monique Wallace	
Class	PART 1	24 September 2015

Reg. Nos. DC/15/91333

Application dated 10.03.15 as revised on 16.07.15

Applicant Ms Scerri pH+ Architects on behalf of Mr Neiman

Proposal The demolition of Block D at Hatcham Mews Business Centre, Hatcham Park Mews SE14, and the construction of a two storey building to create 2, two bedroom and 2, three bedroom maisonettes, together with the landscaping of the existing car parking area to create private amenity space.

Applicant's Plan Nos. Heritage Statement, Assured Shorthold Tenancy Agreement, Transport Statement, Design and Access Statement, 2(01)00, 2(02)03, 2(03)00, 2(04)02, 2(05)10, , 108, 2(05)01, 2(05)03, 2(14)01, 2(14)10, 2014-1940-AT-107, received 10/3/15; 2(12)RF_B and 2(14)03_B received 16/7/15; 2(02)00 B, 2(05)12, 2(12)00 B 2(12)01B, 2(13)02 B 2(14)12 B, received 27/7/15; 2(21)00, 2(21)01, 2(21)02, 2(21)03, 2(21)10, 2(21)11, 2(21)12, 2(21)13 received 3/9/15.

Background Papers

- (1) Case File DE/315/8/TP
- (2) Local Development Framework Documents
- (3) The London Plan

Designation Core Strategy, - Existing Use

1.0 Property/Site Description

- 1.1 The application site is Block D within the Hatcham Business Centre, located at the end (east) of Hatcham Park Mews. The mews is within the Hatcham Conservation Area. Block D backs on to terraced properties in Nettleton Road to the east. Access to the site is from Hatcham Park Mews, which is a private road off Hatcham Park Road.
- 1.2 The Hatcham Business Centre comprises three buildings which date from about 1910 set within an area of open yard with car parking (there was a fourth building

but this has been demolished). The buildings are divided into a number of office/workshop units. There are two, two storey buildings (Buildings A and B) and the application building (Building D) is single storey.

- 1.3 Building D is positioned along the east boundary of the site. Building A is the largest building within the site and has a double pitched roof. Buildings A and B have frontages on the alignment of the original Mews.
- 1.4 The collection of buildings have a long history of commercial use and although not designated as a strategic or local employment location, it is a protected employment site under Core Strategy Policy 5: Other employment locations.
- 1.5 The site is in an area of archaeological priority and has a PTAL rating of 6a.

2.0 Planning History

- 2.1 In 1990 permission was granted for a single storey extension at the side of Building B. This was in association with the refurbishment of the buildings and their conversion into the Hatcham Mews Business Centre.
- 2.2 In 2001 permission was granted for the construction of 15 live/work units on the southern section of the site. Officers believe that this was the location of Block C within Hatcham Mews.
- 2.3 The remainder of the buildings which form the application site have been occupied by a range of B1 users over the years. Building D was occupied by New Deal for Communities and BSF for over 8 years. BSF vacated the site in 2011.
- 2.4 On the 8th April 2014, prior approval was granted for the change of use of Hatcham Mews Business Centre, from existing office use (Class B1a) to residential (Class C3) comprising three 3-bedroom houses, one 4-bedroom house and two 2-bedroom self-contained flats.
- 2.5 On the 9th September 2014, prior approval was again granted but this time for the change of use of the Hatcham Mews Business Centre, from existing office use (Class B1a) to residential (Class C3) to create 16 new dwellings. This approval was approved subject to a unilateral undertaking to provide 20 car parking spaces, of which 4 Electric Vehicle Charging Points (EVCP) and 4 passive EVCPs are to be provided. The agreement also included the prohibition of any occupier to apply to any of the Controlled Parking Zones within the immediate vicinity of the application site, namely the zones which include Hatcham Park Road, Nettleton Road and/or, New Cross Road. Site remedial measures were also instructed should any ground be broken during the conversion works. Case reference DC/14/88390.
- 2.6 A tenancy agreement was submitted with the current application to confirm that Block D was occupied (Two units were approved in Block D under the above mentioned Prior Approval scheme) and therefore the Prior Approval had been implemented and the change of use from B1(a) to C3 had been established.

3.0 Current Planning Applications

The Proposals

- 3.1 The proposal is for the demolition of the existing single storey building, and the erection of a two storey building of a similar footprint in its place.
- 3.2 The new building would have a pitched roof with inset terraces within the rear roof slope to provide internal roof outdoor space.
- 3.3 The new building would comprise 2, two bedroom and 2, three bedroom houses with direct access onto the mews.
- 3.4 The fore court would be landscaped to provide 6 car parking spaces, a shared surface for vehicular traffic and communal amenity space.

Supporting Documents

- 3.5 A tenancy agreement has been submitted with the application documents to confirm that the residential use has commenced and therefore the Prior Approval has been implemented as Block D is occupied.

Statements

- 3.6 The application was submitted with a Sustainability statement Heritage Statement, Assured Shorthold Tenancy Agreement, Transport Statement, and Design and Access Statement.

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 Site notices were displayed and letters were sent to residents and business in the surrounding area and the relevant ward Councillors.

Pre-Application Consultation

- 4.3 On the 23 December 2014, the Council provided comments to a pre application enquiry relating to the change of use from B1, the alteration and extension of Buildings A, B and D to create 19 new dwellings.
- 4.4 The Council raised objections to the proposals and advised that the loss of employment would be unacceptable. It was further advised that the majority of the alterations and extensions proposed would be harmful to the appearance of the Conservation area and the integrity of the group of buildings and their respective surrounding spaces.
- 4.5 With particular reference to Block D, the Council advised the following:

‘Block D is to the east of the site and is a single storey long block under a pitched and hipped slate roof.... Block D has local stock brick piers supporting the roof, but the west elevation consists mainly of panels of modern Fletton brick infill. This suggests that this building originally formed mainly a series of open bays and it is likely that it was a cart shed.

... While this building is the least attractive of the three, the design approach is overly radical, particularly the way the whole building becomes subsumed beneath standing seam zinc cladding. A preferred approach would be the addition of another floor in local stock brick and the reinstatement of the pitched hipped slate roof; effectively making Block D resemble its two storey neighbour, Block B. ‘

Written Responses received from Local Residents and Organisations

4.6 Letters were sent to 33 nearby occupiers, of which 6 letters of objection were received to the proposals from Hatcham Park Mews, Hatcham Park Road and Nettleton Road.

4.7 The objections are summarised as follows:

- Overdevelopment
- The Mews is too small to support the increase in density
- The loss of the car parking area would result in the loss of informal amenity space for the existing dwellings within the Mews.
- The additional occupiers would result in an increase of noise and disturbance to existing occupiers within the Mews.
- Overlooking/loss of privacy
- Loss of light and outlook
- Sense of enclosure
- Insufficient parking provision
- The increase in density would result in the Mews road becoming more dangerous for cycle users and pedestrians and would be more difficult for cars to pass.
- The increase in height and the roof design and roof lights would be an uncharacteristic feature within the Conservation area.

5.0 Policy Context

Introduction

5.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:-

- (a) the provisions of the development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations.

- 5.2 A local finance consideration means:
- (a) a grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown, or
 - (b) sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy (CIL)

5.3 Section 38(6) of the Planning and Compulsory Purchase Act (2004) makes it clear that 'if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise'. The development plan for Lewisham comprises the Core Strategy, the Development Management Local Plan, the Site Allocations Local Plan and the Lewisham Town Centre Local Plan, and the London Plan. The NPPF does not change the legal status of the development plan.

National Planning Policy Framework

- 5.4 The NPPF was published on 27 March 2012 and is a material consideration in the determination of planning applications. It contains at paragraph 14, a 'presumption in favour of sustainable development'. Annex 1 of the NPPF provides guidance on implementation of the NPPF. In summary, this states in paragraph 211, that policies in the development plan should not be considered out of date just because they were adopted prior to the publication of the NPPF. At paragraphs 214 and 215 guidance is given on the weight to be given to policies in the development plan. As the NPPF is now more than 12 months old paragraph 215 comes into effect. This states in part that '...due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)'.
- 5.5 Officers have reviewed the Core Strategy for consistency with the NPPF and consider there is no issue of significant conflict. As such, full weight can be given to these policies in the decision making process in accordance with paragraphs 211, and 215 of the NPPF.

Other National Guidance

- 5.6 On 6 March 2014, DCLG launched the National Planning Practice Guidance (NPPG) resource. This replaced a number of planning practice guidance documents.

London Plan (March 2015)

- 5.7 On 10 March 2015 the London Plan (consolidated with alterations since 2011) as adopted. The 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 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction

Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.13 Parking
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.8 Heritage assets and archaeology
Policy 8.3 Community infrastructure levy

London Plan Supplementary Planning Guidance (SPG)

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

Housing (2012)

Sustainable Design and Construction (2006)

London Plan Best Practice Guidance

Core Strategy

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

Spatial Policy 2 Regeneration and Growth Areas

Core Strategy Policy 1 Housing provision, mix and affordability

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 13 Addressing Lewisham's waste management requirements

Core Strategy Policy 15 High quality design for Lewisham

Core Strategy Policy 16 Conservation areas, heritage assets and the historic environment

Development Management Local Plan

- 5.9 The Development Management Local Plan was adopted by the Council at its meeting on 26 November 2014. The Development Management Local Plan, together with the Site Allocations, the Lewisham Town Centre Local Plan, the Core Strategy and the London Plan is the borough's statutory development plan. The following lists the relevant strategic objectives, spatial policies and cross cutting policies from the Development Management Local Plan as they relate to this application:

- 5.10 The following policies are considered to be relevant to this application:

DM Policy 1 Presumption in favour of sustainable development

DM Policy 3 Conversion of a single dwelling to two or more dwellings

DM Policy 22 Sustainable design and construction

DM Policy 27	Lighting
DM Policy 28	Contaminated land
DM Policy 29	Car parking
DM Policy 30	Urban design and local character
DM Policy 32	Housing design, layout and space standards
DM Policy 36	New development, changes of use and alterations affecting designated heritage assets and their setting: conservation areas, listed buildings, schedule of ancient monuments and registered parks and gardens

Residential Standards Supplementary Planning Document (August 2006)

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

Hatcham Conservation Area Supplementary Planning Document (2006)

- 5.12 This document advises on the content of planning applications, and gives advice on external alterations to properties within the Hatcham Conservation Area. The document provides advice on repairs and maintenance and specifically advises on windows, satellite dishes, chimneystacks, doors, porches, canopies, walls, front gardens, development in rear gardens, shop fronts and architectural and other details.

6.0 Planning Considerations

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

- Principle of Development
- Conservation
- Layout, scale and design
- Housing
- Highways and Traffic
- Impact on Adjoining Properties
- Sustainability and Energy
- Landscaping

Principle of Development

- 6.2 The National Planning Policy Framework (NPPF) states in Paragraph 49 that housing applications should be considered in the context of the presumption in favour of sustainable development.

- 6.3 The NPPF encourages the effective use of land by reusing land that has been previously developed (brown field land).
- 6.4 Core Strategy Spatial Policy 2 identifies New Cross/New Cross Gate as a Regeneration and Growth Area. This area will support the creation of a more sustainable Borough by being the prime location for new development. The area benefits from good transport links and a range of town centre uses and facilities which can support higher densities of development.
- 6.5 Core Strategy Policy 1: Housing provision, mix and affordability requires an appropriate mix of dwellings to be provided within a development. When considering an appropriate mix regard should be given to the physical character of the site and its setting, previous use of the building, access to private gardens or communal areas for family dwellings, the effect on car parking, the surrounding housing mix and density and location of schools, shops, open space and other infrastructure requirements.
- 6.6 As explained within the 'Planning History' section of this report, the use of Block D for residential purposes is established by virtue of the occupancy by residential tenants pursuant to the prior approval permission granted. The existing drawings submitted with the current application documents show residential layouts within each of the three buildings; these drawings show the prior approval consented scheme. Works are ongoing, although not complete. Officers therefore raise no objections to the use of Block D for residential use.
- 6.7 Hatcham Park Mews is included within the Conservation area boundary, and therefore any physical development proposed has to be sensitive to the characteristics of the conservation area.

Conservation

- 6.8 DM Policy 36, New development, changes of use and alterations affecting designated heritage assets and their setting... requires all planning applications for proposals affecting heritage assets to provide a statement setting out the impact to the significance of that asset and any harm or loss to that asset should be robustly justified. In particular, the policy continues to advise that planning permission would not be granted for developments or alterations and extensions to existing buildings that is deemed incompatible with the special characteristics of the area, its buildings, spaces, settings and plot coverage, scale, form and materials.
- 6.9 Hatcham Mews is an unusual historic industrial backland development that sits within Hatcham Conservation Area. The area is identified as a separate area within the Hatcham Conservation Area Appraisal.
- 6.10 Hatcham Park Mews is a land-locked light industrial site accessed via an L-shaped access road off Hatcham Park Road. The site is arranged around a courtyard with three blocks at its eastern, southern and western edges. Block A to the east is a two storey block under a double-pitched roof with a single storey extension to the north. Block B is a two storey block under a pitched and hipped roof with minor single storey extensions to the west and east ends. The application building, Block D is to the east of the site and is a single storey long block under a pitched and hipped slate roof.

- 6.11 The three buildings clearly have a visual relationship and commonality within the courtyard setting and therefore it is important that this collection of buildings continues to maintain that cluster that positively contributes to the Hatcham Conservation Area.
- 6.12 Of the 3 existing buildings within the Hatcham Business Park, Block D is considered to be of the least visual interest and architectural merit. It has been heavily adapted over the years, and therefore its architectural integrity has been compromised. Officers therefore raise no objections to its demolition.
- 6.13 Having said that, its position within the Mews is fundamental to the enclosed mews environment, with Block D forming an integral part of that frame to the central courtyard. Therefore while the demolition of Block D maybe acceptable, the design, layout and scale of any replacement building needs to be carefully considered.

Layout, scale and design

- 6.14 London Plan Policy 7.6 Architecture requires development to positively contribute to its immediate environs in a coherent manner, using the highest quality materials and design. 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.
- 6.15 Development Management Policy 30, 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.
- 6.16 The glossary of terms at Appendix 5 of the DMLP defines a Backland site as 'Landlocked' sites to the rear of street frontages not historically in garden use such small workshops and warehouses, and garages. Officers consider Hatcham Mews as a backland site as it is located to the rear of the houses fronting New Cross Road, Nettleton Road and Hatcham Park Road.
- 6.17 DM Policy 33 of the Development Management Local Plan sets out the design standards for development within backland sites will only be permitted when the following is achieved:
- a) proper means of access and servicing which is convenient and safe both for drivers and pedestrians
 - b) no significant loss of privacy, amenity, and no loss of security for adjoining houses and rear gardens
 - c) appropriate amenity space in line with the policy requirements in DM Policy 32 (Housing design, layout and space standards).

Layout

- 6.18 The footprint of the new building would be the same as per the existing building in that it extends to the rear and north boundary, abutting the rear gardens of the properties fronting Nettleton Road and Hatcham Park Road respectively. It would

also extend to the application site boundary, just north of Block B as does the existing. The new building would be 1.75m further west than the existing building, bringing it further towards the central courtyard area. Given the scale of the proposed and existing buildings, officers consider this additional depth proposed to be negligible.

- 6.19 The proposed building would abut the northern and eastern boundaries as per the existing arrangement, but the southern flank would be 0.35m further away from the southern boundary than the current building.
- 6.20 Officers consider that the layout of the proposed building is close enough to the existing arrangement as not to compromise the integrity of the group of buildings, within the enclosed courtyard setting. The layout/location of the proposed block is therefore deemed to be acceptable.

Scale

- 6.21 The existing building measures 5.2m to the ridge and 2.74m to the eaves. The proposed building would measure 5.9m to the ridge and 3.3m to the eaves.
- 6.22 The overall difference in height would result in the proposed building being 0.7m higher than the existing. Officers consider that increase in the height between the existing and proposed buildings is negligible given the overall scale of the adjacent buildings and the distance between the application site and the surrounding residential buildings.

Design

- 6.23 The design of the proposed new building is one which replicates the appearance of Block B with the intention that it is constructed from a yellow brick and would have a shallow pitched roof. As this is the typical design of the buildings within this section of the Mews, officers raise no objections to the principle of the proposed design approach. However, the quality of the design would need to be secured by providing more detailed drawings of sections showing the roof overhang, and the depth of the reveals.
- 6.24 Large windows with curved arches at ground floor level, with smaller, narrower windows above were initially proposed. Large uninterrupted expanses of glass were also proposed which resulted in large deep voids within the building frontage (examples of which are provided within the design and access statement). Officers deemed this modern design approach to be inappropriate to the industrial and conservation area setting.
- 6.25 The drawings were revised and all windows are now to comprise glazing bars with proportions, reflecting the fenestration of the adjacent buildings.
- 6.26 The proportions of the first floor windows have also been enlarged and given a horizontal emphasis to better reflect and be more in keeping with the proportions of the windows on Blocks B and A. They too would have glazing bars.
- 6.27 A further revision to the initially submitted scheme is that the eaves to the pitched roof of the proposed building would have an exaggerated overhang as per the existing.

- 6.28 Officers consider that 1:10 drawings showing the depth of the reveals, the roof overhang and sections of the windows (which should be metal) should be secured by condition to ensure that the development is built with the quality as envisaged.
- 6.29 The fenestration concept is considered to be acceptable, providing a suitable complement to the original buildings within the Business centre.
- 6.30 Overall, officers consider that with the provision of further detail, secured by condition, the design of the proposed building is acceptable.

Impact of the layout, scale and design upon the Hatcham Conservation Area

- 6.31 By almost repeating the footprint of the existing building, officers are satisfied that the proposed layout continues to preserve the appearance of the Mews and the Hatcham Conservation Area.
- 6.32 The proposed scale of the two storey building, is similar to those of the existing buildings (Blocks A & B) within the Mews and therefore officers consider the scale to be appropriate to the Mews setting, which preserves the character of the Mews Road.
- 6.33 The proposed design, which is to be secured by requesting further information and detail, would result in a fenestration that would provide a modern reflection of the adjacent buildings which officers consider would enhance the appearance of the Hatcham Conservation Area.
- 6.34 In light of the above, officers are satisfied that the proposed layout, scale and design would preserve and enhance the appearance of the Hatcham Conservation Area in line with Development Management Local Plan Policy 36.

Housing

- 6.35 The site has a PTAL of 6a which means that it benefits from excellent public transport links. This area currently provides a good quality commercial and living environment supported by a network of local services and facilities such as schools, medical facilities and parks/areas of open space. Such locations are entirely appropriate for the provision of family housing. Taking into account the clear need at the present time for family dwellings and having regard to the significant weight which should be attached to the objectives of the Core Strategy and recently adopted Development Management Local Plan, the Planning Authority would welcome the provision of family sized dwellings. Although, the Council would expect to see justification for the amount of development proposed.

Size and Tenure of Residential Accommodation

- 6.36 The proposal is for 2 x 3 bed, and 2 x 2 bed, two storey houses; four in total. None of the units are to be affordable as they are below the 10 unit threshold.

Standard of Residential Accommodation

- 6.37 Policy 3.5 in the London Plan requires new housing developments to be of the highest quality in terms of making new dwellings 'a place of retreat' by ensuring safe access, adequate room sizes and practical layouts. The policy also refers to ensuring that the design of new dwellings has a clearly defined 'point of arrival' so

that occupiers take ownership of their dwellings. Further detail about what is necessary in order to create the high standards of accommodation, are found in the London Plan Housing SPG and Lewisham's Residential Standards SPD.

- 6.38 Private terraces are proposed, sunken into the rear roof slopes. Outlook from the terraces would be limited to views upwards to the sky and the rooftops of the houses within Nettleton Road. The terraces provide the amenity spaces for the units; including the family sized units.
- 6.39 The windows for the units would be single aspect (save a frosted window on the southern flank) and west facing into Hatcham Park Mews, therefore none would solely face north.
- 6.40 All rooms would achieve the Technical housing standards – nationally described space standards. Essential furniture layouts have been annotated on the drawings which show an acceptable layout to that regard.
- 6.41 The kitchen/dining areas to the rear of the property at ground floor level gain their light from roof lights forming the floor of the terraces above. Adequate storage has also been provided. Officers consider this design to allow natural light into the kitchen/dining area to be an innovative solution and acceptable.
- 6.42 London Plan Housing SPG baseline Standard 4.10.1 requires a minimum of 5m² of private amenity space per dwelling, with an extra 1m² per additional occupier. The 2 bed, 4 person houses would therefore require 7m² for 2 bed dwellings and 8m² for 3 bed, 5 person units. All four terraces proposed achieve the minimum area requirements. In addition to this, the parking area in front of the proposed dwellings is to comprise a shared surface which may lend itself to 'double up' as communal amenity space. However, it should be noted that the shared space is not necessary to make the proposal policy compliant on the grounds of amenity as that has adequately been provided within the terraces.
- 6.43 A drawing scaled at 1:50 demonstrates how the proposed units would achieve the 16 Lifetime Homes Criteria which officers consider to be acceptable.
- 6.44 In light of the above, officers are satisfied with the standard of accommodation being proposed.

Highways and Traffic

- 6.45 Table 6.2 Car parking standards in the London Plan states that all residential developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit. However, this also depends of the size of the unit; 3 beds should have a maximum of 1.5 spaces per unit, and units of 1-2 beds, a maximum of 0-1 car space per unit. Core Strategy Policy 14 Sustainable movement and transport states that the Council will take a restrained approach to parking provision.
- 6.46 The current proposal is for 6 car parking spaces for 4 dwellings, 2 of which are family sized (3 bedrooms). This provision of car parking is clearly in excess of the policy maximum of 1.5 space per dwelling; even with the family units, the maximum car parking spaces should be 5 to be in line with the policy. However, the red line for the application proposal encompasses not just the area in front of the houses, but the whole hardstanding area (the Mews Road) leading to

Hatcham Park Road. Therefore, the car parking spaces would be used for other residents within Hatcham Mews. It is for that reason, the over provision of parking spaces for the four dwellings, which are the subject of the current proposals, is considered to be acceptable. Officers deem it necessary to apply a condition securing at least 4 of the 6 car parking spaces for the proposed 4 new dwellings.

- 6.47 London Plan Policy 6.13 requires a 20% provision of electrical charging points in new developments as part of parking provision requirements, but other than that, local policies are more applicable. As 6 car parking spaces are proposed in the current scheme, officers consider the provision of 2 EVCPs (rounded up) to be acceptable subject to a condition regarding their installation and retention.
- 6.48 The proposed new dwellings would all benefit from secure and covered cycle storage which can accommodate at least 2 bikes which is in accordance with London Plan policies.
- 6.49 The refuse and recycling would be located in a communal bin store used for the entire development. For this reason, officers recommend a condition securing a refuse management plan to ensure that the current arrangement for commercial waste collection from the bin store is applied for the proposed residential accommodation. This is necessary to ensure that individual bins do not clutter the openness of the courtyard in front of the dwellings.

Impact on Adjoining Properties

- 6.50 The properties fronting Nettleton Road and Hatcham Park Road would be affected the most by the development given that first floor terraces are proposed. This could result in a loss of privacy, outlook and sunlight.
- 6.51 However, the terraces have been design so that limited, if any overlooking can occur whilst the closest property on Nettleton Road (back elevation to back elevation) is 35m away, and the closest on Hatcham Park Road (northern flank of application building to rear elevation of Hatcham Park Road properties) would be 18m.
- 6.52 Lewisham's Residential Standards SPD states that a minimum distance between habitable rooms on rear elevations should be 21m. It also states that the main rear elevation of any proposed development and its rear boundary or the flank of a neighbouring property should be at least 9m.
- 6.53 The proposals satisfy both requirements of the SPD and therefore officers do not raise any objections with regard to loss of privacy to nearby occupiers.
- 6.54 With regard to a loss of outlook and sunlight, officers are satisfied that the proposed new building, at two storeys in height, is of a sufficient distance from the existing properties that any impact would be limited to the rearmost sections of neighbouring gardens, and would not give rise to significant harm.
- 6.55 Officers consider that any additional noise created by the proposal would be in keeping with the levels of noise and disturbance from domestic properties.

Sustainability and Energy

- 6.56 The application was submitted prior to the March 2015 planning update which brought measures in prohibiting local authorities from adding conditions to planning permissions requesting Level 4 Code for Sustainable Homes except for the Level 4 equivalent with regard to water consumption and energy. A sustainability statement was submitted with the application. The document sets out how the U values for the proposed dwellings that exceed Part L Building regulations. The statement also confirms that water butts for each property would collect rainwater and that all four dwellings would achieve Level 4, Code for Sustainable Homes. There is also reference to sustainability on page 12 of the Design and Access Statement which again advises that the scheme would achieve Level 4. In achieving Level 4, the scheme would have incorporated water consumption targets in accordance with Level 4 and therefore officers raise no objections to the proposals with regard to the water consumption on the site.
- 6.57 Officers consider the sustainable measures proposed for the new dwellings are acceptable.

Landscaping

- 6.58 London Plan policy 5.10 Urban Greening states that new developments should integrate forms of urban greening into proposals, such as soft landscaping. Development Management Local Plan Policy 25 Landscaping and trees requires developments to submit a landscaping scheme while DM Policy 36 New development, changes of use and alterations affecting designated heritage assets and their setting: conservation areas, listed buildings, schedule of ancient monuments and registered parks and gardens states that landscaping features that positively contribute to the character of the conservation area are to be retained.
- 6.59 The proposed forecourt immediately in front of the proposed dwellings is to be used for parking and as a turning head for larger vehicles, such as emergency and refuse. However, the Mews is a no through road and therefore traffic flow would be infrequent. Further, the parking proposed would be north of the site, freeing up the open space in front of the dwellings and Block B. Officers have discussed the use of the open forecourt with the applicant and it was concluded that the current arrangement of the buildings lends itself to creating an open and useable communal open space. This space should comprise a surface which is both sturdy enough for infrequent vehicle use and soft enough to be visually attractive for recreational use. This material should be applied to the courtyard area only, and not to the Mews road leading into the development to further distinguish the shared surface from the highway. Officers are satisfied that the details of the hard landscaping can be secured by way of a condition to the decision notice should planning permission be granted.

7.0 Local Finance Considerations

- 7.1 Under Section 70(2) of the Town and Country Planning Act 1990 (as amended), a local finance consideration means:
- (a) a grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown; or
 - (b) sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy (CIL).

- 7.2 The weight to be attached to a local finance consideration remains a matter for the decision maker.
- 7.3 The Mayor of London's CIL is therefore a material consideration. CIL is payable on this application and the applicant has completed the relevant form.

8.0 Community Infrastructure Levy

- 8.1 The above development is CIL liable and the appropriate form has been completed. An informative should be added to the decision notice requesting the applicant to contact the Council to that regard.

9.0 Conclusion

- 9.1 This application has been considered in the light of policies set out in the development plan and other material considerations.
- 9.2 Officers consider that the proposed first floor extension and the alterations to the forecourt accord with planning policy and, subject to obligations are therefore acceptable.

10.0 RECOMMENDATION (A)

Grant Permission subject to the following conditions:-

1. The development to which this permission relates must be begun not later than the expiration of three years 3 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:

Heritage Statement, Assured Shorthold Tenancy Agreement, Transport Statement, Design and Access Statement, 2(01)00, 2(02)03, 2(03)00, 2(04)02, 2(05)10, , 108, 2(05)01, 2(05)03, 2(14)01, 2(14)10, 2014-1940-AT-107, received 10/3/15; 2(12)RF_B and 2(14)03_B received 16/7/15; 2(02)00 B, 2(05)12, 2(12)00 B 2(12)01B, 2(13)02 B 2(14)12 B, received 27/7/15; 2(21)00, 2(21)01, 2(21)02, 2(21)03, 2(21)10, 2(21)11, 2(21)12, 2(21)13 received 3/9/15.

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. (a) No development (including demolition of existing buildings and structures) shall commence until each of the following have been complied with:-
 - (i) A desk top study and site assessment to survey and characterise the nature and extent of contamination and its effect (whether on or off-site) and a conceptual site model have been submitted to and approved in writing by the local planning authority.
 - (ii) A site investigation report to characterise and risk assess the site which shall include the gas, hydrological and contamination status, specifying rationale; and recommendations for treatment for contamination encountered (whether by remedial works or not) has been submitted to and approved in writing by the Council.

- (iii) The required remediation scheme implemented in full.
- (b) If during any works on the site, contamination is encountered which has not previously been identified (“the new contamination”) the Council shall be notified immediately and the terms of paragraph (a), shall apply to the new contamination. No further works shall take place on that part of the site or adjacent areas affected, until the requirements of paragraph (a) have been complied with in relation to the new contamination.
- (c) The development shall not be occupied until a closure report has been submitted to and approved in writing by the Council.

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

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

Reason: To ensure that the local planning authority may be satisfied that potential site contamination is identified and remedied in view of the historical use(s) of the site, which may have included industrial processes and to comply with DM Policy 28 Contaminated Land of the Development Management Local Plan (November 2014).

- 4. (a) No development shall commence on site until a scheme for surface water management, including specifications of the surface treatments and sustainable urban drainage solutions, has been submitted to and approved in writing by the local planning authority.
- (b) The development shall be carried out in accordance with the approved scheme and thereafter the approved scheme is to be retained in accordance with the details approved therein.

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

- 5. No development shall commence on site until a detailed plan to include a schedule of the all external materials and finishes (including samples) and drawings scaled at least 1:10 of the windows (including glazing bars) and external doors, roof coverings, eaves and reveals to be used on the building have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the local planning authority may be satisfied as to the external appearance of the building and to comply with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and Development Management Local Plan (November 2014) DM Policy 30 Urban design and local character.

6. (a) No development shall commence on site until a refuse and recycling management plan for the dwellings hereby approved, have been submitted to and approved in writing by the local planning authority.
- (b) The details of the management plan as approved under part (a) shall be implemented in full prior to occupation of the development and shall thereafter be permanently retained and maintained.

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

7. No development shall commence on site until the cycle parking facilities as shown on drawing 2(12)00 B has been provided and made available for use prior to occupation of the development and maintained thereafter.

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

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

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

9. (a) A programme for the installation and maintenance of four electric car charging points shall be submitted to and approved in writing by the local planning authority prior to construction of the above ground works.
- (b) The electric vehicle charging points as approved shall be installed prior to occupation of the Development and shall thereafter be retained and maintained in accordance with the details approved under (a).

Reason: To reduce pollution emissions in an Area Quality Management Area in accordance with Policy 7.14 Improving air quality in the London Plan (July 2011), and DM Policy 29 Car parking of the Development Management Local Plan (November 2014).

10. (a) Prior to occupation of the development a scheme for any external lighting that is to be installed at the site, including measures to prevent light spillage shall be submitted to and approved in writing by the local planning authority.
- (b) Any such external lighting as approved under part (a) shall be installed in

accordance with the approved drawings and such directional hoods shall be retained permanently.

- (c) The applicant should demonstrate that the proposed lighting is the minimum needed for security and working purposes and that the proposals minimise pollution from glare and spillage.

Reason: In order that the local planning authority may be satisfied that the lighting is installed and maintained in a manner which will minimise possible light pollution to the night sky and neighbouring properties and to comply with DM Policy 27 Lighting of the Development Management Local Plan (November 2014).

11. Each of the dwellings shall meet Lifetime Home Standards as shown on drawing nos. 2(21)00, 2(21)01, 2(21)02, 2(21)03, 2(21)10, 2(21)11, 2(21)12, 2(21)13 received 3/9/15 hereby approved.

Reason: In order to ensure an adequate supply of accessible housing in the Borough in accordance with Policy 1 Housing provision, mix and affordability and Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and DM Policy 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014).

12. Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), no flues, plumbing or pipes, other than rainwater pipes, shall be fixed on the front or either side elevation of the building.

Reason: In order that the local planning authority may be satisfied with the details of the proposal and to accord with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

13. No extensions or alterations to the dwellings hereby approved, whether or not permitted under Article 3 to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking, re-enacting or modifying that Order) of that Order, shall be carried out without the prior written permission of the local planning authority.

Reason: In order that, in view of the nature of the development hereby permitted, the local planning authority may have the opportunity of assessing the impact of any further development and to comply with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011).

14. 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 southern flank at first floor level of the building hereby approved shall be fitted as obscure glazed 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).

15. (a)The whole of the car parking accommodation shown on drawing nos. 2 (12) 00 B hereby approved shall be provided prior to the occupation of any dwelling and

retained permanently thereafter.

(b) Four of the 6 car parking spaces provided under provision (a) shall for the sole use of the dwellings hereby approved.

Reason: To ensure the permanent retention of the space(s) for parking purposes, to ensure that the use of the building(s) does not increase on-street parking in the vicinity and to comply with Policies 1 Housing provision, mix and affordability and 14 Sustainable movement and transport of the Core Strategy (June 2011), DM Policy 29 Car Parking of the Development Management Local Plan, (November 2014), and Policy 6.13 and Table 6.2 of the London Plan (July 2015).

- 16 (a) Two electric vehicle charging points shall be provided and a programme for their installation and maintenance shall be submitted to and approved in writing by the local planning authority prior to construction of the above ground works.
- (b) The electric vehicle charging points as approved shall be installed prior to occupation of the Development and shall thereafter be retained and maintained in accordance with the details approved under (a).

Reason: To reduce pollution emissions in an Area Quality Management Area in accordance with Policy 7.14 Improving air quality in the London Plan (July 2011), and DM Policy 29 Car parking of the Development Management Local Plan (November 2014).

Informatives

- A. **Positive and Proactive Statement:** The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, positive discussions took place which resulted in further information being submitted.
- B. The applicant is advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.
- C. 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>
- D. The land contamination condition requirements apply to both whole site and phased developments. Where development is phased, no unit within a phase shall be occupied until a), b) and c) of the condition have been satisfied for that phase.

Applicants are advised to read 'Contaminated Land Guide for Developers'(London Borough's Publication 2003), on the Lewisham web page, before complying with the

above condition. All of the above must be conducted in accordance with DEFRA and the Environment Agency's (EA) - Model Procedures for the Management of Land Contamination.

Applicants should also be aware of their responsibilities under Part IIA of the Environmental Protection Act 1990 to ensure that human health, controlled waters and ecological systems are protected from significant harm arising from contaminated land. Guidance therefore relating to their activities on site, should be obtained primarily by reference to DEFRA and EA publications.

- E. You are advised to contact the Council's Drainage Design team on 020 8314 2036 prior to the commencement of work.
- F. The assessment of the light spill and lux level at the window of the nearest residential premises shall follow the guidance provided in The Institution of Lighting Engineers, Guidance Notes for the Reduction of Obtrusive Light.
- G. 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.
- H. Drawing numbers 2014-1940-AT-107 and 2014-1940-AT-108 have been used for the assessment of the swept path analysis only, and details hereby approved do not refer to the layout of Block D as depicted on this drawing.