

Committee	PLANNING COMMITTEE C	
Report Title	29 Pomeroy Street	
Ward	Telegraph Hill	
Contributors	Monique Wallace	
Class	PART 1	24 September 2015

Reg. Nos. (A) DC/15/91987

Application dated 22.07.15

Applicant Mark Furlonger of Temple Group Limited, on behalf of Bowsall

Proposal The demolition of the existing buildings and the construction of a part 4/part 5 and a part 3/part 4 storey blocks with terraces and living roofs at 29 Pomeroy Street SE14, comprising 18, one bedroom, 14, two bedroom and 5, three bedroom self-contained flats, together with the provision of 2 disabled car parking spaces, 55 cycle racks, bin stores and communal gardens and associated landscaping.

Applicant's Plan Nos. Lifetime Homes Audit, Energy & Sustainability Statement, Planning Statement, Site Waste Management Plan, Noise exposure Assessment, Phase 1 Geo-Environmental Site Assessment, Viability Assessment, Flood Risk Assessment Preliminary Ecological Appraisal & Preliminary Bat Roost Assessment, Planning Specification / Design & Access Statement, Air Quality Assessment, Justification of a Change of Use from Employment to Residential. Archaeological Desk Based Assessment, Transport Statement, Site Location Plan received 21/4/15; 14020B(EX)099, 14020B(EX)100, 14020B(EX)101, 14020B(EX)102, 14020B(PA)204, received 21/4/15; 14020B(PA)104A, 14020B(PA)105A Rev A, 14020B(PA)300A Rev A, 14020B(PA)301A Rev A, 14020B(PA)302A Rev A, 14020B(PA)303A Rev A, received 15/may/15; 14020B(EX)200 Rev A, 14020B(EX)201 Rev A, 14020B(EX)202 Rev A, 14020B(PA)101A Rev C, 14020B(PA)102A Rev C, 14020B(PA)103A Rev C, 14020B(PA)200A Rev C, 14020B(PA)201A Rev C, 14020B(PA)202A Rev C, 14020B(PA)203B, 14020B(PA)304A Rev B, 14020B(PA)305A Rev B, 14020B(PA)306A Rev B, 14020B(PA)400 Rev B 14020B(PA)401 Rev B, 14020B(PA)402 Rev A, received 31/7/15; 14020B(PA)100C Rev C, 14020B(PA)403, email

from Sam Caldwell confirming the materials and side of materials to be used received, joints specification sheet (page 82) received 1/9/15; revised Construction Management Statement (September 2015) and Daylight & Sunlight Report, received 8/9/15

Background Papers

- (1) Case File DE/329/29/TP
- (2) Local Development Framework Documents
- (3) The London Plan

Designation

Core Strategy, Site Allocations Local Plan or Lewisham Town Centre Local Plan - Existing Use

1.0 Property/Site Description

- 1.1 The proposal site is one of a group of commercial buildings on the eastern side of Pomeroy Street, which falls on the borough boundary with the London Borough of Southwark, to the west. The site is not within designated employment land and is an 'other employment location as defined in Lewisham's Core Strategy.
- 1.2 The site currently comprises a vacant commercial, single storey brick building, topped with a series of saw tooth pitched roofs, set behind a service yard screened by a 1.5m high brick wall, with a gated access onto Pomeroy Street. The rear (east) flank of the existing buildings forms the common boundary with a residential estate road which provides access to domestic garages.
- 1.3 Three smaller, ancillary buildings can be found to the front (west), north and south of the main building.
- 1.4 A residential estate, lies to the north of the proposal site named Romney Close which comprises a series of three storey terraced town houses. Beyond the series of domestic garages to the east is 24 to 54 (even) Kender Street, which is a row of Grade II Listed, three storey terraced houses. The Listing refers to these buildings as being an early-mid C19 terrace of cottages, each 2 storeys and high basement with multicoloured stock brick.
- 1.5 The surrounding area is mixed in character with groups of single and two storey commercial buildings, and traditional, post war and modern residential terraces and blocks of flats.
- 1.6 The site has a PTAL of 5 which means that it has good accessibility to public transport, and it is not within a Conservation Area.
- 1.7 The site is within an Area of Archaeological Priority.

2.0 Planning History

- 2.1 The planning history for the application site relates to its commercial use:

1952: Outline permission was granted for the use of
29-43a Pomeroy for storage purposes
1957: planning permission was granted for a gantry.
1970: planning permission was granted for a oil container.
1982: Permission granted for 11 light industrial units
1987: Permission granted for a two storey extension

2.2 The latter two permissions have not been implemented.

3.0 Current Planning Application

The Proposals

3.1 The application proposal is for the construction of a part 4/part 5 and a part 3/part 4 storey block with terraces and living roofs at 29 Pomeroy Street SE14, comprising 18, one bedroom, 14, two bedroom and 5, three bedroom self-contained flats, together with the provision of 2 disabled car parking spaces, 55 cycle racks, bin stores and communal gardens and associated landscaping.

3.2 The proposal would comprise two linear blocks; one measuring up to five storeys with an east facing frontage onto Pomeroy Street (Pomeroy Block) and a further block up to four storeys in height to the rear facing west onto the proposed access existing access road, serving the garages in Romney Close (Romney Block).

3.3 The materials proposed for the two buildings are:

- Brick: TBS Audley Antique – This is a textured red brick.
- Cladding: Cementitious Cladding reference - this is a light brown colour
- Window: Ali/Timber composite window system – The windows would be timber
- Balustrade glass: Interne Artikel - Nr.06629 - an opaque white colour

Pomeroy Block

3.4 This block would be the frontage block onto Pomeroy Street and would be the most visible within the street scene. It would be an 'L' shaped building, with the bottom of the 'L' being located at the southern end of the site. The main mass of the building would be four storeys in height with the fifth storey being set back from the front (facing Pomeroy Street) and both sides.

3.5 The building would be punctuated with large apertures within a brick frame. The windows would have deep reveals and the balconies would be set into the frame of the building. The top floor would be clad. The main entrance to the building would also be surrounded by the cladding.

3.6 The back (facing east into the centre of the site) of the building would be flush, right up to the top floor with projecting balconies. The cladding material would run up the centre of the elevation, interrupting the mainly brick facade.

3.7 Two wheelchair parking spaces are proposed at the northern edge of the building frontage.

Romney Block

- 3.8 Positioned behind and running parallel to the Pomeroy Block, this block would be three storeys in height with the top floor set in from both sides and front (facing east onto the Listed Buildings on Kender Street). The block would be constructed from brick and the top floor would be clad. The fenestration to this block would comprise shallow vertical projections, emphasised further by a change in the colour of the mortar. Wide projecting balconies with glass balustrades are also proposed for this elevation. At ground floor level, front gardens are proposed, facing onto the service road leading to Romney Close.
- 3.9 The back (west, facing the centre of the site) of the building would have a similar fenestration but with smaller projecting balconies.

Landscaping

- 3.10 Between the two blocks would be a landscaped area, providing communal amenity space. The space would comprise soft landscaping, punctuated by paths following desire lines to the Romney Block entrances. A low level boundary treatment is proposed at the northern boundary of the site, adjacent to the open space within Romney Close.
- 3.11 Children's play-space will not be provided on site.
- 3.12 Bin stores serving both blocks would be accessed from the Pomeroy Block, adjacent to the main entrance doors.

Supporting Documents

Design and Access Statement

- 3.13 This documents provides a current and historical description of the site and its surrounds. It sets out the design evolution of the scheme evolution and provides a summary of the proposal details.

Lifetime Homes Audit

- 3.14 The audit is a table of the individual units assessed against the 16 Lifetime Homes criteria. The document confirms that all of the proposed units would achieve the necessary criteria.

Energy & Sustainability Statement

- 3.15 The statement confirms that the proposal would incorporate energy efficiency measures such as, a high level of insulation, low air permeability, low energy lighting and A — Rated White goods. The report concludes by confirming that the development can achieve a reduction of 35% in CO2 emissions above the 2013 Building Regulations.

Planning Statement "Report"

- 3.16 The planning statement comprises a description of the site, describes the proposals and lists the relevant regional and planning policies applicable to the proposals. It also includes a heritage statement at paragraph 7.3.4 providing a description of the Listed buildings to the east of the application site and discusses

them in the context of the proposed development. The report concludes that the application scheme is in accordance with planning policies. Appended to the report is a letter from Tucker Associates, demonstrating why the site is no longer viable for employment use.

Site Waste Management Plan

- 3.17 The SWMP predicts that the proposal would result in 5,900 tonnes of waste and that as much of this as possible will be re-used on site where feasible.

Noise exposure Assessment

- 3.18 The noise survey states that the front and rear of the application site was surveyed in March 2014 and the prevailing background noise experienced was the highway (Pomeroy Street). The document concludes that with suitable noise attenuation measures in place, future occupiers would benefit from acceptable ambient noise levels.

Phase 1 Geo-Environmental Site Assessment

- 3.19 This document explains the site and surrounds and describes the previous uses at the proposal site. The document concludes by recommending that full site investigations are carried out in order to establish whether there are any contaminants on the site which could harm the health of future occupiers.

Flood Risk Assessment

- 3.20 The FRA confirms that the site is within Flood Risk Zone 3 but is unlikely to be flooded due to existing flood defences. It further states that the increase in soft landscaping would significantly improve the Sustainable Urban Drainage on the site.

Preliminary Ecological Appraisal & Preliminary Bat Roost Assessment

- 3.21 The report states that the site is unlikely to have any roosting bats on the site and negligible potential for roosting bats on site.
- 3.22 There were no bats found at the time of the Survey in March 2014, nor was there evidence of any other protected species. The assessment recommends that works commence with caution, looking for nesting birds prior to the commencement of any clearance. It also recommends the installation of a biodiverse roof.

Daylight & Sunlight Report

- 3.23 This report considered the amount of sunlight and daylight afforded to the proposed rooms. It also considered the level of sunlight/daylight lost by neighbouring occupiers within Pomeroy Street, Romney Close and Kender Street as a result of the proposed development.
- 3.24 Paragraph 4.4 of the report advised that small kitchens are not considered as habitable rooms and therefore were not assessed. The report concludes that the existing surrounding properties would not be affected by the proposed

development, while an acceptable level of units achieve the minimum amount of daylight and sunlight in accordance with BRE guidelines.

Construction Traffic Management Plan

- 3.25 This statement sets out the current highways arrangement in the immediate vicinity and confirms how the construction traffic would be managed. It also confirms that the construction works are expected to take approximately 12 months.

Air Quality Assessment

- 3.26 The AQA assessed the levels of pollutants given the local frequency and queuing of traffic and by using information from TfL databases. The report advises that by the time the development is constructed in 2016, the pollutant levels in the area would still be well within annual mean objective in 2017. It recommends the installation of electric car charging points and enabling the use of car club/sharing schemes to minimise the use of cars. It also concludes that the construction phase does not have the ability to result in unacceptable levels of pollution and therefore the Transport Statement should be updated to address this.

Justification of a Change of Use from Employment to Residential

- 3.27 This statement sets out why the building in its current form is uneconomical to repair and that it has been marketed without success. The report also sets out why redeveloping the site for commercial purposes is also unviable.

Archaeological Desk Based Assessment

- 3.28 At the beginning of the report, it confirms that the site is likely to comprise archaeological remains due to its location. The report concludes by recommending that archaeological evaluation trenching takes place in advance of redevelopment, secured by a condition to the decision granting planning permission.

Transport Statement

- 3.29 The Transport Statement provides a policy basis for considering the transport implications of the proposed development. It advises that there are very good transport links in the vicinity and that there would be sufficient on street parking capacity once the scheme is delivered. It concludes by stating that the proposals would not result in any material harm to the highway network.

Construction Management Statement September 2015

- 3.30 This document sets out the procedures and mitigation measures of any impact to the highway during the construction process.

4.0 Consultation

- 4.1 This section outlines the consultation carried out by the applicant prior to submission and 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. TfL were also consulted.

4.3 32 Juniper House

- Increased parking and traffic
- Displaced parking of commercial vehicles
- Increased pollution
- CPZ needed.

4.4 48a Kender Street

- Negative impact of the height on the Listed Buildings
- Loss of light and outlook to Kender street occupiers
- Overlooking

4.5 48 Romney Close

- Overdevelopment
- Escape route for thieves

4.6 Transport for London

- No objection to the principle of a car free development
- 2 disabled car parking spaces acceptable
- Visitor cycle parking should be provided
- Future occupiers exempt from applying for CPZ

Pre-Application Consultation

4.7 On the 10 March 2014, the Council raised objections to a pre application enquiry in respect of the loss of employment space and the redevelopment of the proposal site to provide 26 new dwellings. The existing buildings on site would be demolished, and replaced with three blocks of flats.

4.8 The matters raised in Council's reply are summarised as follows;

- The application site is of an appropriate size, with an ancillary yard and is well placed to remain in employment use.
- Any loss of employment space would have to be robustly justified, evidenced by genuine marketing efforts.
- The design, scale, orientation and layout of the proposals were considered to be unacceptable.

- There needs to be a better relationship with the Listed Buildings to the rear of the site.
- The provision of only 35% affordable housing was unacceptable unless the level proposed could be justified via a robust viability assessment.

4.9 In December 2014, a further pre-application enquiry was again submitted to which the Council once more raised objections. The proposal was for the redevelopment of the site to provide 35 new dwellings. The existing buildings on site would be demolished, and replaced with four residential blocks. The Council's comments are summarised below:

- Insufficient information has been provided to justify the loss of employment space
- The proposed layout should form part of an overall master-plan for the neighbouring sites.
- The proposed design, orientation and layout of the proposal is unacceptable due to appearance, and matters of perceptions of safety
- Officers welcomed the opportunity to input into the design processes prior to the submission of a planning application and encouraged the applicant to enter into a Planning Performance Agreement (PPA).

4.10 As part of the pre-application and PPA process, the scheme was again revised and submitted to Lewisham's Design Review Panel twice and their comments are appended to this report but also summarised at paragraphs 4.13 of this report.

Public engagement

4.11 On Wednesday 28 February and Saturday 4 March 2015, the applicant carried out a public engagement exercise. Invitations were sent to residents within a 50 mile radius residents.

4.12 The applicant has reported that the responses to the proposals were generally positive. The replies received at the events are appended to the Design and Access Statement.

Lewisham Design Review Panel

4.13 Prior to the submission of the current planning application, the scheme was submitted to Lewisham's Design Review Panel twice:

4.14 25 February 2015 DRP meeting response:

- All drawings should be shown in the context of immediately surrounding, complicated built form; the option presented to the DRP as the applicant's preference would not be successful if the master-plan did not come forward exactly how the applicant envisaged.
- The DRP considered that the applicant's preferred design failed to respond to the existing built environments.

- The Panel considered that a north-south development, reflecting the grain of development within Romney Close would be more successful.
- The Panel would like to see scheme revised and presented to the Panel again.

4.15 29 April 2015 DRP meeting response:

- The scheme presented was more cohesive and better reflected the surrounding built form and therefore more credible.
- The design and scale however still required much more work.
- Routes through the site, entrances were overly complicated and needed to be rationalised and readily identified for their purpose, using design techniques.
- Given the comments by the DRP, the submission of a planning application in April would be premature.

4.16 The scheme was not presented to the Design Review Panel again, but the application was again revised prior to the submission of the current planning application, which is the subject of this committee report.

Strategic Housing

4.17 This site should be aiming for a higher percentage towards the policy position of 50% of affordable housing. Subject to viability, officers would like to see the wheelchair units A1, A2 and A3 secured for affordable rent. Smaller units should be secured for shared ownership if that is the maximum that the viability of the scheme would allow.

Sustainability Manager

4.18 The living roof should perform a SUDS and biodiversity functions as defined by the London Plan Policy 4A.11 living roofs and walls.

4.19 The applicant should also implement all the recommendations made in the submitted ecological reports (whole of Section 5). This comprehensive report details precautionary measure with regards to bird nesting, roosting bats and other protected species, recommends a biodiverse green roof, suitable planting scheme to benefit wildlife, provision of bird and bat roost opportunities and suitable/sympathetic lighting scheme. Given the amount of units and size of the development the following are suggested; x6 integrated schwegler bat boxes (orientated per their consultant ecologist recommendations) x3 triple swift boxes (orientated per their consultant ecologist recommendations) x3 house sparrow terraces (orientated per their consultant ecologist recommendations) x1 open fronted bird box attached to the building (orientated per their consultant ecologist recommendations) x 1 32 mm hole bird box and x1 26mm hole bird box (orientated on trees as per their consultant ecologist recommendations).

Highways and Transportation

4.20 No objection subject to securing £20,000 towards a feasibility study for Pomeroy Street to assess the impact of any additional parking as a result of the proposed development. A condition should also be added so that the developer enters into

a S.278 agreement to carry out any highways works for the restoring of existing, and the creation of a new cross over.

Economic Development

- 4.21 Objection raised to the loss of employment space. However, it is agreed that employment space in such a large scale may be too expensive to run given the close proximity and good transport links into London. Smaller units would be more viable in this location.

Thames Water

- 4.22 Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application. Informatives regarding water, waste and piling are however necessary.

London Borough of Southwark

- 4.23 No objection.

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) was adopted. The policies relevant to this application are:

Policy 2.14 Areas for regeneration
Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 3.6 Children and young people's play and informal recreation facilities
Policy 3.7 Large residential developments
Policy 3.8 Housing choice
Policy 3.9 Mixed and balanced communities
Policy 3.10 Definition of affordable housing
Policy 3.11 Affordable housing targets
Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
Policy 3.13 Affordable housing thresholds
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.11 Green roofs and development site environs
Policy 5.12 Flood risk management
Policy 5.13 Sustainable drainage
Policy 5.15 Water use and supplies
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.13 Parking

Policy 7.1 Lifetime neighbourhoods
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.8 Heritage assets and archaeology

London Plan Supplementary Planning Guidance (SPG)

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

Housing (2012)

Sustainable Design and Construction (2006)

Shaping Neighbourhoods: Play and Informal Recreation (2012)

London Plan Best Practice Guidance

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

Wheelchair Accessible Housing (2007)

South East London Housing Partnership: Wheelchair homes design guidelines (July 2013).

Core Strategy

5.10 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 5 Other employment locations

Core Strategy Policy 7 Climate change and adapting to the effects

Core Strategy Policy 8 Sustainable design and construction and energy efficiency

Core Strategy Policy 9 Improving local air quality

Core Strategy Policy 10 Managing and reducing the risk of flooding

Core Strategy Policy 14 Sustainable movement and transport

Core Strategy Policy 15 High quality design for Lewisham

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

Core Strategy Policy 21 Planning obligations

Development Management Local Plan

5.11 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:

5.12 The following policies are considered to be relevant to this application:

DM Policy 1	Presumption in favour of sustainable development
DM Policy 7	Affordable rented housing
DM Policy 11	Other employment locations
DM Policy 22	Sustainable design and construction
DM Policy 23	Air quality
DM Policy 24	Biodiversity, living roofs and artificial playing pitches
DM Policy 25	Landscaping and trees
DM Policy 26	Noise and vibration
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 35	Public realm
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)

5.13 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.

Lewisham Planning Obligations: Supplementary Planning Document (February 2015)

5.14 This document sets out guidance and standards relating to the provision of affordable housing within the Borough and provides detailed guidance on the likely type and quantum of financial obligations necessary to mitigate the impacts of different types of development.

6.0 Planning Considerations

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

- Principle of Development
- Layout, scale and design and conservation (Listed Buildings)
- Housing

- Highways and Traffic Issues
- Noise
- Impact on Adjoining Properties
- Sustainability and Energy
- Ecology and Landscaping
- Planning Obligations

Principle of Development

- 6.2 The planning system plays a fundamental role in securing economic growth. At national level, the NPPF requires Local Planning Authorities to set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth. The planning system should support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances. Local Planning Authorities should identify priority areas for economic regeneration, infrastructure provision and environmental enhancement.
- 6.3 London Plan Policy 4.4 Managing Industrial Land and Premises sets out the need to (a) identify and protect locally significant industrial sites where justified by evidence of demand and (d) accommodate demand for workspace for small and medium sized enterprises and for new and emerging industrial sectors.
- 6.4 Core Strategy Policy 5 seeks to protect employment locations throughout the borough outside of designated employment locations. The policy states that employment land within clusters of commercial and business uses, should be recommended for retention in employment use. The policy allows for a change of use to other uses (including residential) but only if it can be demonstrated that site specific conditions including site accessibility, restrictions from adjacent land uses, building age, business viability, and viability of redevelopment show that the site should no longer be retained in employment use.
- 6.5 This approach is carried forward into Development Management Local Plan Policy 11 Other employment locations. Policy 11 states that the Council will seek to retain employment uses (B Use Class) on sites where they are considered capable of continuing to contribute to and support clusters of business and retail uses and where the use is compatible with the surrounding built context by reason that they:
- a. are well located in relation to the highway network
 - b. are well located in relation to town centres and public transport
 - c. offer the potential for the expansion of existing in-situ businesses
 - d. offer the potential for the provision of workshop/industrial units for small and medium sized enterprises (SMEs) serving local residential and commercial areas, particularly where there is little alternative provision in the local area and
 - e. provide lower cost industrial accommodation suitable for small, start-up businesses.

- 6.6 Lewisham's Employment Land Study, by Roger Tym and Partners (2008), advises that Pomeroy Street is not of strategic importance and operates at a relatively low employment density. The study further advises that there is some scope for intensification of use but given the surrounding residential area, this would need to be sensitive and appropriate in scale. The study also warns that the small scale of the commercial units on Pomeroy Street provide smaller employment opportunities and are likely to be under intense pressure for residential development, even though all were well occupied at the time the study was undertaken.
- 6.7 Lewisham's Business and Growth Strategy 2013-2023 was adopted in January 2014. This document sets out the objectives for business growth in the borough. It states that Lewisham has a small amount of commercial space, representing 1.48 per cent of the capital's commercial space. This is a smaller share than neighbouring boroughs; Greenwich has 1.83 per cent, Southwark 3.8 per cent and Bromley 2.14 per cent. The document confirms that the amount of commercial space in the borough has shrunk over the past decade at a faster rate than for both London and London East. However, there is land allocated and extant permissions to increase the amount of employment space for the borough. Nonetheless, any increase in employment space projected would be counterproductive if existing employment space was lost through change of use.
- 6.8 The application site is not designated as an employment location but is considered as 'Other Employment location' as per Core Strategy Policy 5. Core Strategy Policy 5 Other Employment Locations and Development Management Local Plan Policy 11 Other employment locations seeks to protect employment land such as the application site.
- 6.9 The site is surrounded by residential dwellings to north, east and west but this is not considered in itself to be a constraint that would prevent the site operating successfully as an employment location within a wider cluster of employment buildings. There are a wide range of B1 uses that can operate in residential areas without giving rise to unacceptable impact on amenity. This site currently has a good degree of separation from the residential properties to the north and east. The site, along with the adjacent commercial buildings, are long established in industrial/commercial use and have existed alongside residential uses without causing detriment to neighbour amenity.
- 6.10 However, the application was submitted with a 'justification of change of use' statement. Appended to the statement were two letters from Tuckerman Chartered Surveyors and one from Kalmars Commercial. The first letter from Tuckerman dated 14 May 2014, confirmed that they had marketed the application site since 2012 and explained that they were familiar with the area and had knowledge of the local commercial market. The letter provided examples of other commercial units within the locality in terms of their rental values and sizes. Tuckerman also advised the applicant to commit to repairing the roof prior to letting the property, to which the applicant agreed and potential occupiers were advised of this. The application property was initially offered at £8 per square foot per month which, using the examples provided which were between £5.86 and over £10 per square foot, is considered to be reasonable. However, as the unit was not let within the first 12 months, the rate was reduced to £7 per square foot. Even with the commitment to repair the roof and the reduced rate, many views took place but none resulted in any offers of occupation. Kalmars Commercial

also marketed the application premises but to no avail and agreed with the conclusion drawn from the Tuckerman letter that the application building was no longer suitable for B8 use in its location and nor would it be in the future.

- 6.11 During the pre-application process, officers discussed the Tuckerm's conclusions with the Council's Economic Development Officer who agreed that larger B8 units such as the application site are much cheaper out of town; the application site is located within a highly accessible location which can make it too expensive to run such a large unit. The applicant was then asked to consider providing either smaller B8 units or a mixed use development, providing smaller B1 units. The response to the alternative employment uses is set out in the justification statement submitted with the application.
- 6.12 The justification statement sets out the policy position for employment space and the loss thereof, and goes into great detail about why the site is no longer suitable for employment use. It compares the application site with other employment sites in the north of the Lewisham borough and within Southwark explaining why, even if redeveloped for commercial use, the application site would not be as successful as other sites within the borough. The statement explains that the application site is isolated and therefore would not be supported by other smaller units nor immediately available amenities. The report concluded that the location of the application site is not conducive to supporting smaller B1 units that require a support network in order to flourish.
- 6.13 Although the application site has good transport links, presently there are no immediately supporting amenities, nor are there any other smaller B1 units. Further, evidence was provided to confirm that the application site was marketed for more than 2 years without success. Officers sought responses from the Council's Economic Development Manager and the Council's Policy Team about the proposed loss of employment land and have reviewed the supporting documentation submitted with the application.
- 6.14 The Council's Economic Development Manager objected to the proposals on the grounds of the loss of employment space. However, officers have reviewed the submitted information which included marketing evidence and the rates at which the site was marketed and officers form the view that the requirements of Core Strategy Policy 5 other employment locations, regarding the loss of employment land have been satisfied. Officers also consider the location to be justification for not pursuing an alternative business use due to the limited availability of supporting amenities and other similar smaller businesses. Officers consider that the justification for the loss of employment space accords with the requirements of Core Strategy Policy 5 and Development Management Local Plan Policy 11 and that at present, the site is no longer viable for commercial use.
- 6.15 Notwithstanding the above, Chapter 3.4 Employment floor-space in Lewisham's Obligations SPD requires a financial contribution to be made for the loss of employment space. The amount required is based on the number of jobs lost if the site was still in employment use. The contribution is necessary as although the site may not be viable for employment use in its current form, redeveloping the site for residential purposes only, means that the borough has lost that employment space permanently.

- 6.16 Section 16 of the application form accompanying the submission, advises that 1,076m² of B1(c) employment space is to be lost as a result of the proposed development, confirming that the borough is losing employment space. The supporting text for Core Strategy Policy 5 Other Employment locations seeks to protect employment land which is in response to the existing and predicted need for jobs the need for employment space. Further, the Obligations SPD adopted in February 2015 states at paragraph 3.4.11-12 that where there is a loss of employment space, the Council will seek a financial contribution and subsequent paragraph 3.4.14 states that where the employment space cannot be delivered on site, it may be necessary to provide a financial contribution.
- 6.17 To mitigate against the loss of the employment space, the Obligations SPD requires the use of the HCA employment densities to calculate the number of employees generated from the site area which is to be multiplied by £10k per employee. The application site was calculated to be able to potentially generate 22 employees which would result in a contribution of £220,000. This level of contributions rendered the proposed development to be financially unviable. A revised payment of £110,000 was considered to be the optimum amount that would allow for a financial contribution which would be used to provide or contribute towards the provision of employment land elsewhere in the borough, while still maintaining a commercially viable scheme.
- 6.18 Subject to the payment of £110,000 towards employment space elsewhere in the borough, officers are satisfied that the principle of the current proposal is acceptable.

Layout, scale and design and conservation

- 6.19 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.
- 6.20 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.

Layout

- 6.21 Officers consider that the alignment of the two proposed blocks continues and complements the current urban grain. The location of the central communal open space complements the existing open space within Romney Close making the area appear larger and more open.
- 6.22 The Council are investigating the re-opening of the path running along the northern boundary of the site in order to create a short cut from Kender Street to Pomeroy Street. Whilst not part of the current proposal, the proposed layout of the application buildings would result in increased natural surveillance and a more open environment if the public footpath were to be restored.

Scale

- 6.23 The Pomeroy Block would be up to 5 storeys in height. To the immediate north of the site is a three storey terraced house with a steeply pitched roof. The third floor (fourth storey) of the application building matches the roof height of the adjacent terrace and therefore the difference in height between the two building masses is one storey. Viewed from Pomeroy Street, officers consider this increase in height to be relatively modest and therefore acceptable. The depth of the Pomeroy block also matches that of the existing terrace to the north and therefore officers consider this would form a neutral and visually inoffensive relationship between the buildings.
- 6.24 The southern edge of the Pomeroy Block has been set away from the common boundary from first floor level up, to ensure that the proposed building does not prejudice any development opportunities at the adjoining plot. Officers do not raise any objections to this.
- 6.25 The bulk of the Romney Block also matches the height of the adjacent terrace with its top floor being an increase in height in comparison to its neighbours but set back from the sides to signify subordination. Officers again raise no objections to this approach.
- 6.26 An objection was raised regarding the close proximity of the Romney Block to the Listed Buildings fronting Romney Close. The Romney Block would be 28.5m, away from the rear elevation of the Listed Buildings. Further, the Listed buildings are four storeys in height, have deep, narrow gardens, which end with a row of garages. These garages and the service road separate the Romney Block from the Listed Buildings and therefore officers are satisfied that the integrity of the Listed Buildings and their setting would not be compromised by the proposed scale of the Romney Block. The Council's Conservation Officer did not raise any objections to the proposals.

Design

- 6.27 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.
- 6.28 Development Management Policy 30, Urban design and local character also states that all new developments should provide a high standard of design and should respect the existing forms of development in the vicinity.
- 6.29 The surrounding area has a wide range of urban morphologies and building typologies. Some areas are typical street arrangements with dwellings addressing the public realm with private gardens to the rear, others form cul-de-sac development and adjacent to the site is Romney Close which has dwellings facing away from the main streets, resulting in internal pedestrian closes and exposed back gardens. There are obvious issues of security and CCTV cameras are located in the area, particularly down the narrow pedestrian lanes off Pomeroy Street close to the site. There is lighting on the rear flank of the application building, to provide light into the access road for the garages to the east.
- 6.30 Officers consider that the buildings are simplistic in their form resulting in an elegant design. The different design approach between the two buildings

provides individuality and interest to the scheme. For instance, the Pomeroy frontage forms a clear relationship with the adjacent terrace to the north by continuing the alignment of the fenestration of the terraced houses. The vertical emphasis of the Romney Block also provides a visual 'nod' to the terraced houses.

- 6.31 The design of the current proposal follows the guidance set out in the last set of Design Review Panel comments and officers consider that the points raised in the LDRP's last response have been fully addressed within the application proposals.
- 6.32 During the course of the application, further information was provided regarding the choice of materials which are now considered to be acceptable. It was imperative that the materials were approved during the course of the application to ensure that the viability assessment for the scheme fully appraised and included the cost of the proposed materials, and that the scheme could be delivered as envisaged. The mortar colour is to be secured by condition, as it is difficult to ascertain the true colour of a mortar until it is completely dry as this may take some time, officers are satisfied that this matter can be addressed once planning permission has been granted. Officers are satisfied that the materials and fenestration proposed would result in an acceptable design with the quality as envisaged.
- 6.33 Officers consider the application proposal to be acceptable in terms of its design, layout and scale.

Conservation (Listed Buildings)

- 6.34 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 developments affecting Listed Buildings or their settings should enhance or better reveal the significance of the heritage asset and its setting. Core Strategy Policy 15 High quality design for Lewisham states that new development should protect and enhance the historic environment while Core Strategy Policy 16 Conservation areas, heritage assets and the historic environment states that heritage assets will continued to be monitored.
- 6.35 The Listing entry for the Listed Buildings fronting Kender Street describes them as terraced cottages and focuses on the appearance of the front of the buildings, highlighting the fenestration detail. It also mentions that the basements have been converted into self-contained flats. The Listing does not make any reference to the rear elevations of the properties. However, the fact that they are Listed Buildings means that any parts of the buildings and their settings need to be considered during the planning application process.
- 6.36 The Pomeroy Block would not be visible from Kender Street as views would be shielded by the Romney Block. The visual impact from the proposed development to the Listed Buildings would therefore for be from the Romney Block.
- 6.37 The terrace of Listed Buildings is between the junctions of Mylius Close to the south and Romney Close to the north. Glimpses of the proposed Romney Block would be visible from Kender Street when viewed from the Kender Street junctions with Mylius Close and Romney Close. Officers consider that views of the listed buildings from these specific locations would be negligible given the

28.5m distance between the two masses of the Listed Buildings and the Romney Block. Officers also consider that longer existing easterly and westerly views along Kender Street of the Listed Buildings would not be affected by the presence of the proposed Romney block, again due to the 28.5m distance.

- 6.38 The Romney Block would be clearly visible in the setting of the Listed Buildings from within Mylius Close and Romney Close. However, officers consider that the presence of the existing garages abutting the rear gardens of the Listed Buildings provides a subordinate 'book end' to their setting. In addition, the Romney Block is further separated by an access road leading to the garages and this space, combined with the gardens proposed on the eastern side of the Romney Block creates further visual separation between the mass of the Listed Buildings and the proposed Romney Block. Officers consider that collection of spaces formed from gardens, the access road and garages ensure that the setting of the Listed Buildings are preserved and the integrity of the tall terrace, with long narrow gardens remains uncompromised.
- 6.39 In terms of design, officers consider that the distance, and use of brick which is to complement the adjacent residential buildings within Romney Close would not compromise the setting of the Listed Buildings.
- 6.40 To conclude, officers consider that the layout, scale and design of the Romney Block is far away enough and low enough to not compromise the appearance or setting of the Listed Buildings.

Housing

- 6.41 At national level, the NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development. At regional level, the London Plan seeks mixed and balanced communities (Policy 3.9). Communities should be mixed and balanced by tenure and household income, supported by effective and attractive design, adequate infrastructure and an enhanced environment. Policy 3.11 of the London Plan confirms that Boroughs should maximise affordable housing provision. Though the Plan does not set percentage targets for provision at Borough Level, it sets a strategic target of 17,000 more affordable homes per year across London as a whole and confirms that Boroughs should set their own targets according to the Strategy of the London Plan.

Density

- 6.42 The London Plan Table 3.2: Sustainable residential quality suggests a density range of 200-700 habitable rooms per hectare or 70–260 units per hectare would be appropriate and this figure is repeated in Development Management Policy 30 Urban design and local character.
- 6.43 With a site area of 1674m² or 0.01674 hectares the proposal for 37 units would create a density of 221 units per hectare, or 685 habitable rooms per hectare. This density is within the range suggested by the London Plan table for an Urban Environment with a PTAL of 5. The proposed is therefore acceptable in terms of density, that is, subject to the adherence to other policy requirements such as achieving good urban design principles.

Size and Tenure of Residential Accommodation

- 6.44 The London Plan requires the provision of affordable housing subject to viability, the need for larger, family sized dwellings and the character of the site. The London Plan policy also refers to a strong and diverse intermediate sector, where 60% of provision should be for social and affordable rent and 40% should be for intermediate rent or sale and priority should be accorded to the provision of affordable family housing.
- 6.45 On a local level, Core Strategy Policy 1 confirms that the maximum level of affordable housing would be sought by the Council, with a strategic target of 50%, as a starting point for negotiations. The maximum level of affordable housing provision must be delivered and this will be subject to an assessment of viability. The policy also seeks provision at 70% social rented and 30% intermediate housing and family housing (three+ bedrooms) in development of more than 10 units. Where existing areas have a high concentration of social rented housing, different proportions of affordable housing could be sought.
- 6.46 The 2014 South East London Strategic Housing Market Assessment (SHMA) predicts that Lewisham needs to create approximately 1,839 new dwellings per annum between 2011-2031. Of that there is a need for 1,573 affordable (affordable/social rent and intermediate) new homes required per year, which is over 85% of the overall provision in order to meet need. Table 3A.1 of the London Plan sets out a target of 1,385 additional homes to be built in Lewisham for the period 2015 – 2025 as part of the overall need for housing in Lewisham. Core Strategy Policy 1, requires no net loss of housing.
- 6.47 The SHMA states that more than 85% of the dwellings created in Lewisham should be affordable in order to meet demand. It also states that there is a predicted need of 48.5% 1 beds 17.9% 2 beds, 28.8 % 3 beds and 4.8% 4 bed of the overall need up to 2031.

Table [1]: Residential Tenure and Size Mix*

	1 Bed	2 Bed	3 Bed	Total
Private	14 (1)	12	5	31 (1)
Affordable Rent	2 (2)	1 (1)		3 (3)
Shared Ownership	3			3
Total	19 (3)	13	5	37 (4)

*Wheelchair accessible units shown in ()

- 6.48 The proposal is for 16.2% affordable housing provision which has been justified by the submission of the viability statement. The Council employed Urban Delivery, and independent viability consultant to review the viability assessment. The consultant tested the assumptions made in the statement and considered the overall approach to be reasonable.
- 6.49 The appraisal of the assessment indicates that this level of affordable housing is greater than the proposed scheme can viably support but in submitting the

statement, the application is confirming that they are willing to proceed on this basis.

- 6.50 The consultant has advised that any significant delays in the implementation of the planning permission should warrant a review of the assessment to test the assumptions connected with achievable sales values and construction costs. The consultant recommended that the review should take place at or immediately prior to the commencement of construction to encourage an early implementation date, and again once a pre-agreed number of units have been occupied to test the assumptions connected with actual achieved sales values. Officers agree with the approach to review the sales and construction values at the above mentioned triggers, which should be secured via a S106 agreement. Officers are also satisfied that the 16.2% of affordable housing being offered is acceptable.
- 6.51 The proposal is for 37 dwellings of which, 6 would be affordable. Due to the recent changes introduced in the March 2015 Planning Statement, which are to come into force in October 2015, the policy requirement to provide SELHP standard wheelchair units would no longer apply, with a new national standard introduced. The new standard results in much smaller wheelchair units, and for this reason the Council's Housing Officer has specifically requested that wheelchair units, referred to on the floor plans as units A1, A2 and A3, which are 2 x 1 bed, 2 person and 1 x 2 bed, 3 person wheelchair units are secured for affordable rent. The remainder of the affordable units are to be 3 x 1 bed shared ownership. Even though the Housing Officer's requirements result in the tenure mix not being policy compliant, officers are satisfied that the proposal is addressing a specific housing need which is considered to be acceptable in this instance.

Standard of Residential Accommodation

- 6.52 Development Management Local Plan Policy 32 Housing design, layout and space standards requires developments to provide a good standard of accommodation for future occupiers.
- 6.53 All units are to achieve Lifetime Homes as demonstrated in the Audit submitted with the application documents. This is a requirement of Core Strategy Policy 1. A sustainability statement and drawings have been submitted with the application, demonstrating how the 16 Criteria would be achieved. All units would also achieve the current London Plan Housing SPD minimum standards in terms of room layout, outlook and access.
- 6.54 With regard to sunlight and daylight for the proposed units, the Average Daylight Factor (ADF) should be 1.5% for living rooms and 1% for bedrooms. The Sunlight and daylight report states that 10 of the 99 (10%) habitable rooms proposed would not achieve the required daylight in order to achieve BRE guidelines. Of the 10 units, 9 of are living/kitchen/dining areas but the margins of failure are relatively minimal with the lowest value being 1.4%. Officers consider that levels of daylight generally proposed for the new units to be acceptable in this instance.
- 6.55 The air quality report confirms that once the proposed development is occupied in 2017, air quality levels in the vicinity would still be well within required guidelines. However, to further reduce poor air quality, the report recommends the use of car

clubs/car sharing. During the construction phase, measures would be put in place to minimise any levels of pollution derived from the construction process.

- 6.56 In order to provide the London Plan requirement of children's play-space on site, the internal courtyard would become cluttered with the varying types of necessary play equipment such as climbing frames, slides etc. Further, Hatcham Gardens is less than 25m to the south of the application site and for that reason, the applicant has agreed to provide a financial contribution so that the existing child play space within the local park can be improved. The financial contribution is to be secured within the S.106.
- 6.57 Officers are satisfied that the proposed standards of accommodation for future occupiers would be acceptable.

Highways and Traffic Issues

- 6.58 The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. All developments that could generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, safe and suitable access to the site can be achieved for all people. It should be demonstrated that improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 6.59 London Plan and Core Strategy Policies reflect National Guidance, encouraging sustainable transport modes whilst recognising the need for disabled parking facilities. Car parking standards within the London Plan should be used as a basis for assessment. Priority should be given to enhancing pedestrian and cycle routes and promoting use of sustainable transport modes through a Travel Plan. London Plan Policy 6.13 requires the provision of electrical charging points for vehicles in new developments as part of parking provision requirements, but other than that, local policies are more applicable. Core Strategy Policy 14 Sustainable movement and transport states that the Council will take a restrained approach to parking provision. Development Management Policy 29 states that car limited major developments will only be acceptable with sites in an area with a PTAL in excess of 4. It further also states that electrical charging points for vehicles bays should be provided, together with wheelchair accessible parking in accordance with best practice.
- 6.60 The application was submitted with a Transport Statement, Construction Traffic Management Plan and a Site Waste Management Plan.

Car parking

- 6.61 Two wheelchair accessible car parking spaces are proposed at the Pomeroy Street frontage. The proposal is providing 4 wheelchair units and therefore there is a 50% deficient in parking provision for these units. The deficiency is considered to be acceptable given the good accessibility to public transport from the site. The two spaces would be secured for the affordable rent wheelchair units

via a condition added to the decision notice. As only two spaces are proposed for the 37 unit scheme, its reasonable to more or less consider the proposed development as a car free scheme.

- 6.62 The site is within an area with a PTAL (Public Transport Accessibility Level) of 5, where 6 is excellent and 1 is very poor. Such environments with easy access to public transport lend themselves to accommodating car free developments. Car free schemes, supported by the encouragement of car club usage and easy cycle storage and have good cycle networks create a greater foundation for forging sustainable modes of transport.
- 6.63 Given the high PTAL of 5 which is very good, officers are satisfied with the 2 parking spaces proposed. Officers are also satisfied that the limited space on site prohibits the ability to provide electric car charging points on the site. However, as the proposal is generally providing no parking for the majority of the occupiers, officers consider it necessary to secure 2 years free membership for first occupiers to the local car club scheme and to fund a new car club parking space within the vicinity of the application site if feasible.
- 6.64 Neighbours have objected on the grounds the car free development increasing existing on street parking stress levels. There are no Controlled Parking Zones (CPZ) in the vicinity and therefore, the additional occupiers may park on Pomeroy Street. The Transport Statement advises that a maximum of 20 additional car users would be generated from the proposed development and that there is currently ample car parking space capacity within Pomeroy Street to accommodate this additional demand. However, until a CPZ is put in place the level of car ownership and thus the need for on street parking spaces cannot be confirmed or managed. It is for this reason that the Highway Officer requested a contribution of £20k to contribute to a feasibility study to consider the impact of the additional density on site and any traffic impact this might have on Pomeroy Street and its junctions with New Cross Road and Queens Road. The payment would contribute towards a Highways feasibility study in respect of traffic management and Controlled Parking Zone (CPZ) consultation/implementation. It is for this reason, officers consider it necessary to secure the restriction of future occupiers of the development being unable to apply for any CPZ in the immediate vicinity which might come into force.
- 6.65 Officers consider that the proposed obligations including the car club membership and the financial contribution towards traffic reviews and CPZ considerations are acceptable forms of mitigation in respect of the parking demand generated by the proposed development.

Cycle Parking

- 6.66 Fifty-seven cycle spaces are proposed; 1 per 1 bed unit and 2 spaces for all other units. The spaces would be located in either front gardens/terraces or in a communal space at ground floor level in individual lockers. This strategy is policy compliant and is considered to be acceptable.

Refuse

- 6.67 All refuse collection would be from the front of the site which replicates the current arrangement for refuse collection and therefore officers raise no objections on these grounds.

Noise

- 6.68 DM Policy 32 Housing design, layout and space standards requires new schemes to be located in areas which minimise disturbance from adjacent uses.
- 6.69 The noise report submitted with the application documents confirms that the existing ambient noise levels derived mainly from the highway traffic, could be mitigated through the use of appropriate glazing. Officers recommend that the mitigation measures should be secured by condition. Subject to this, the scheme is considered to be acceptable in this regard.

Impact on adjoining properties

- 6.70 DM Policy 32 requires new schemes to be neighbourly meaning that the provision of new dwellings should not significantly compromise the amenities of existing nearby occupiers.
- 6.71 The scale, layout and mass of the proposed blocks has been designed as not to cause any detriment to the amenities of neighbours through a loss of sunlight, daylight nor a sense of enclosure.
- 6.72 An objection was received with regard to a loss of privacy to the Listed Buildings fronting Kender Street. The minimum back to back distance is 21m. The proposed Romney Block would be in excess of this distance at 28.5m and therefore officers do not raise any objections to the proposals on the grounds of a loss of privacy to nearby residents. This distance between the existing and proposed buildings fronting Kender Street also minimises any overshadowing.

Sustainability and energy

- 6.73 London Plan and Core Strategy Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions. Following the announcement of the government's intention to end Code for Sustainable Homes, this scheme will be required to meet the Code Level 4 equivalent in energy savings and water efficiency.
- 6.74 Water efficiency measures such as dual or low flush toilets, spray or aerating taps, water efficient appliances and smaller sized baths will be provided employed throughout the redevelopment. Rainwater will be harvested for toilet flushing and watering plants.
- 6.75 With regard to energy, if the measures proposed within the Sustainability statement including gas fired boilers in conjunction with PV panels were incorporated into the development, a 35% reduction in CO2 emissions could be achieved based on 2013 building regulations.
- 6.76 The Energy and Sustainability Statement advises that the nearest district heating system is over 700m away in New Cross. Officers consider it unreasonable to request that such a relatively small scheme connects to the network as it would cost circa £1m. However the statement suggests that in order to connect to a network should a new one be built closer, or connections to the existing become available, then space within the proposed development has been reserved for an energy centre for heat exchangers. Pipe work should also need to be designed in

order to aid future connection. Officers are satisfied with this approach which is to be secured by condition.

- 6.77 The proposal satisfies all the policy requirements regarding energy and water and therefore is acceptable.

Living Roofs

- 6.78 London Plan Policy 5.11 requires all major development to include green roofs where feasible. Core Strategy Policy 7 requires developments to be in accordance with the London Plan requirements with regard to green roofs.
- 6.79 A living roof is to be provided on both the Pomeroy Block and the Romney Block to Lewisham's specification which is acceptable.

Sustainable Urban Drainage Systems

- 6.80 The proposed soft landscaping and living roof would improve the current drainage of the site by 100%. The landscaping strategy shows limited hard landscaping encouraging rainwater to be retained within the site which is acceptable.

Ecology and Landscaping

- 6.81 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.
- 6.82 Development Management Local Plan Policy 24 states that the Council will require all new development to take full account of biodiversity during the design of proposals. Policy 25 requires a landscaping strategy to be submitted with major applications.
- 6.83 The Ecology assessment submitted with the application documents reported that the site had minimal ecological and biodiverse value if any. However, to encourage habitat to the site, it was recommended that bat and bird boxes be installed. This approach was supported by the Council's ecology officer. The recommendations within the report are to be secured by condition.
- 6.84 The proposed landscaping strategy shows soft landscaped areas in the centre of the site, punctuated by paths following desire lines through to entrances within the buildings. The open space provided within the middle of the site, would complement and visually extend the existing amenity space within Romney Close which abuts the northern boundary of the application site.
- 6.85 Officers consider proposed measures to encourage biodiversity and the landscaping strategy to be acceptable.

Planning Obligations

- 6.86 The National Planning Policy Framework (NPPF) states that in dealing with planning applications, local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used

where it is not possible to address unacceptable impacts through a planning condition. It further states that where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. The NFFP also sets out that planning obligations should only be secured when they meet the following three tests:

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

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

6.88 The applicant has provided a planning obligations statement outlining the obligations that they consider are necessary to mitigate the impacts of the development. As a result of statutory consultation, the inclusion of the costs of the materials proposed and the scrutiny of the Viability statement, the following obligations are deemed necessary to mitigate the impact of the proposed development:

- Affordable Housing; 16.2% units, including units A1, A2 and A3 and three 1 bed shared ownership units.
- Review mechanism for the delivery of an off-site payment if the viability of the scheme changes.
- Wheelchair units to SELHP sizes to be provided prior to the occupation of any units hereby approved
- £20,000 for a Highways feasibility study in respect of traffic management and Controlled Parking Zone (CPZ) consultation/implementation to be paid prior to the first occupation of any unit hereby approved.
- £12,000 child play-space financial contribution to be paid prior to the commencement of works.
- The financing of one car club space (subject to need as advised by the nominated Car Club operator) and 2 years membership for all first occupiers of the development to be paid prior to the commencement of works.
- £110,000 Loss of employment contribution to be paid prior to the first occupation.
- Professional, monitoring and legal fees

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

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 relevant form was completed and submitted with the application documents.

9.0 Equalities Considerations

- 9.1 Section 149 of the Equality Act 2010 ("the Act") imposes a duty that the Council must, in the exercise of its functions, have due regard to:-
- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and those who do not;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 9.2 The protected characteristics under the Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 9.3 The duty is a "have regard duty" and the weight to attach to it is a matter for the decision maker bearing in mind the issues of relevance and proportionality.
- Officers have had regard to the Equality Act and conclude that there would be no impact upon equality as a result of the proposed development.

10.0 Conclusion

- 10.1 This application has been considered in the light of policies set out in the development plan and other material considerations.
- 10.2 On balance, Officers consider that the proposed development is mainly in accordance with planning policies and is therefore considered acceptable.

11.0 RECOMMENDATION (A)

To agree the proposals and authorise the Head of Law to complete a legal agreement under Section 106 of the 1990 Act (and other appropriate powers) to cover the following principal matters:-

- Affordable Housing; 16.2% units, including units A1, A2 and A3 and three 1 bed shared ownership units.
- Review mechanism for the delivery of an off-site payment if the viability of the scheme changes.
- Wheelchair units to SELHP sizes to be provided prior to the occupation of any units hereby approved
- £20,000 for a Highways feasibility study in respect of traffic management and Controlled Parking Zone (CPZ) consultation/implementation to be paid prior to the first occupation of any unit hereby approved.
- £12,000 child play-space financial contribution to be paid prior to the commencement of works.
- The financing of one car club space (subject to need as advised by the nominated Car Club operator) and 2 years membership for all first occupiers of the development to be paid prior to the commencement of works.
- £110,000 Loss of employment contribution to be paid prior to the first occupation.
- Professional, monitoring and legal fees

RECOMMENDATION (B)

Upon the completion of a satisfactory Section 106 in relation to the matters set out above, authorise the Head of Planning to 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 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:

Lifetime Homes Audit, Energy & Sustainability Statement, Planning Statement, Site Waste Management Plan, Noise exposure Assessment, Phase 1 Geo-Environmental Site Assessment, Viability Assessment, Flood Risk Assessment Preliminary Ecological Appraisal & Preliminary Bat Roost Assessment, Planning Specification / Design & Access Statement, Air Quality Assessment, Justification of a Change of Use from Employment to Residential. Archaeological Desk

Based Assessment, Transport Statement, Site Location Plan received 21/4/15; 14020B(EX)099, 14020B(EX)100, 14020B(EX)101, 14020B(EX)102, 14020B(PA)204, received 21/4/15; 14020B(PA)104A, 14020B(PA)105A Rev A, 14020B(PA)300A Rev A, 14020B(PA)301A Rev A, 14020B(PA)302A Rev A, 14020B(PA)303A Rev A, received 15/may/15; 14020B(EX)200 Rev A, 14020B(EX)201 Rev A, 14020B(EX)202 Rev A, 14020B(PA)101A Rev C, 14020B(PA)102A Rev C, 14020B(PA)103A Rev C, 14020B(PA)200A Rev C, 14020B(PA)201A Rev C, 14020B(PA)202A Rev C, 14020B(PA)203B, 14020B(PA)304A Rev B, 14020B(PA)305A Rev B, 14020B(PA)306A Rev B, 14020B(PA)400 Rev B 14020B(PA)401 Rev B, 14020B(PA)402 Rev A, received 31/7/15; 14020B(PA)100C Rev C, 14020B(PA)403, email from Sam Caldwell confirming the materials and side of materials to be used received, joints specification sheet (page 82) received 1/9/15; revised Construction Management Statement (September 2015) and Daylight & Sunlight Report, received 8/9/15

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 other than demolition to existing ground level shall take place until the implementation of a programme of archaeological evaluation has been secured in accordance with a written scheme which has been submitted to and approved in writing by the local planning authority and a report on that evaluation has been submitted to the local planning authority.
- b) If heritage assets of archaeological interest are identified by the evaluation under Part a), then before development, other than demolition to existing ground level, commences the applicant shall secure the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which shall be submitted to and approved in writing by the local planning authority.
- c) No development or demolition shall take place other than in accordance with the Written Scheme of Investigation approved under Part b).
- d) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (b), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured.

Reason: To ensure adequate access for archaeological investigations in compliance with Policies 15 High quality design for Lewisham and 16

Conservation areas, heritage assets and the historic environment of the Core Strategy (June 2011) and Policy 7.8 of the London Plan (July 2011)

4.

- (i) No development shall commence on site until a local labour strategy has been submitted to and approved in writing by the local planning authority. The strategy shall include (but is not limited to):
 - (a) Proposals to achieve a target of fifty per cent (50%) local people and local businesses as employees contractors and sub-contractors during the construction of the Development.
 - (b) A commitment to working with the local planning authority's local labour and business coordinator.
 - (c) Routes to employment, including direct access to employment opportunities at the development and addressing wider barriers to employment.
 - (d) Early warnings within the local planning authority's area of contracts to be let at the development.
 - (e) The number and type of jobs to be created and the skill requirements in relation to those jobs.
 - (f) Recommended training routes to secure jobs.
 - (g) Proposals to encourage diversity in the workforce.
 - (h) Measures to encourage local businesses to apply for work in relation to the development.
 - (i) Training opportunities and employment advice or programmes and employment and training brokerage arrangements.
 - (j) Provision of opportunities for modern apprenticeships including the number and type of apprenticeships available.
 - (k) Provision of opportunities for school leavers, older people and those who have been out of work for a long period.
 - (l) Provision of work experience for local people during the construction of the development including the number of weeks available and associated trades.
 - (m) Provision of childcare and employee assistance to improve working environments.
 - (n) Interview arrangements for jobs.
 - (o) Arrangements for working with schools and colleges.
 - (p) Measures to encourage local people into end use jobs.

- (q) Targets for monitoring the effectiveness of the strategy including but not limited to the submission of monitoring information to the local planning authority on a monthly basis giving details of:-
- The percentage of the on-site workforce which are drawn from persons whose normal residence is within the Lewisham borough.
 - Social and demographic information of all contractors, sub contractors, agents, and employers engaged to undertake the construction of the development.
 - Number of days of work experience provided.
 - Number of apprenticeships provided.
- (ii) The strategy approved by the local planning authority under part (i) shall be implemented in its entirety and distributed to all contractors, sub-contractors, agents and employers engaged in the construction of the development.
- (iii) Within three months of development commencing and quarterly thereafter until the development is complete, evidence shall be submitted to demonstrate compliance with the approved strategy and monitoring information submitted to the local planning authority in writing, giving the social and demographic information of all contractors, sub-contractors, agents and employers engaged to undertake the construction of the development.

Reason: In order that the local planning authority may be satisfied that the development makes appropriate provision for local labour and delivers jobs to supports sustainable development in accordance with the National Planning Policy Framework (2012) and to comply with Core Strategy Policy 21 Planning Obligations in the Core Strategy (2011).

5. No development shall commence on site until such time as a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The plan shall cover:-
- (a) Dust mitigation measures.
 - (b) The location and operation of plant and wheel washing facilities
 - (c) Details of best practical measures to be employed to mitigate noise and vibration arising out of the construction process
 - (d) Details of construction traffic movements including cumulative impacts which shall demonstrate the following:-
 - (i) Rationalise travel and traffic routes to and from the site.

- (ii) Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction related activity.
 - (iii) Measures to deal with safe pedestrian movement.
- (e) Security Management (to minimise risks to unauthorised personnel).
- (f) Details of the training of site operatives to follow the Construction Management Plan requirements and any Environmental Management Plan requirements (delete reference to Environmental Management Plan requirements if not relevant).

Reason: In order that the local planning authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply with Policy 5.3 Sustainable design and construction, Policy 6.3 Assessing effects of development on transport capacity and Policy 7.14 Improving air quality of the London Plan (2015).

6. No development shall commence on site until a Construction Logistics Management Plan has been submitted to and approved in writing by the local planning authority. The plan shall demonstrate the following:-
- (a) Rationalise travel and traffic routes to and from the site.
 - (b) Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction vehicle activity.
 - (c) Measures to deal with safe pedestrian movement.

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

Reason: In order to ensure satisfactory vehicle management and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011), and Policy 5.3 Sustainable design and construction, Policy 6.3 Assessing effects of development on transport capacity and Policy 7.14 Improving air quality of the London Plan (2015).

- 7.
- (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).

8.

- (a) The rating level of the noise emitted from fixed plant on the site shall be 5dB below the existing background level at any time. The noise levels shall be determined at the façade of any noise sensitive property. The measurements and assessments shall be made according to BS4142:2014.
- (b) Development shall not commence until details of a scheme complying with paragraph (a) of this condition have been submitted to and approved in writing by the local planning authority.

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

Reason: To safeguard the amenities of the adjoining premises and the area generally and to comply with DM Policy 26 Noise and vibration of the Development Management Local Plan (November 2014).

9.

- (a) No development shall commence until written information, drawings and sections showing a scheme for the provision of heat exchange plants, conduits and/or piping for future connection to a District Combined Cooling, Heat and Power (CCHP) or Combined Heat and Power Scheme CHP Scheme and Network have been submitted to and approved in writing by the local planning authority.
- (b) No part of the development shall be occupied until the scheme has been carried out in accordance with the approved details.

Reason: To comply with Policies 5.1 Climate change and mitigation, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.5 Decentralised energy networks and 5.7 Renewable energy in the London Plan (2015) and Core Strategy Policy 7 Climate change and adapting to the effects and Core Strategy Policy 8 Sustainable design and construction and energy efficiency (2011).

10.

- (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).

11.

- (a) No piling or any other foundation designs using penetrative methods shall take place, other than with the prior written approval of the local planning authority.
- (b) Details of any such operations must be submitted to and approved in writing by the local planning authority prior to commencement of development on site and shall be accompanied by details of the relevant penetrative methods.

- (c) Any such work shall be carried out only in accordance with the details approved under part (b).

Reason: To prevent pollution of controlled waters and to comply with Core Strategy (2011) Policy 11 River and waterways network and Development Management Local Plan (November 2014) DM Policy 28 Contaminated land.

12.

- (a) The development shall be constructed in those materials as submitted namely: Brick: TBS Audley Antique, Marley Eternit Cementitious Cladding, Ali/Timber composite window system and the balustrade glass shall be SGGSatinovo mateauf planiclear, 10mm (Interne Artikel - Nr.06629).
- (b) Details of the mortar and building cladding materials shall be submitted to the Local Planning Authority and approved, prior to the commencement of any works above ground.
- (c) The scheme shall be carried out in full accordance with those details referred to in (a) and (b) above, as approved.

Reason: To ensure that the design is delivered in accordance with the details submitted and assessed so that the development achieves the necessary high standard and detailing in accordance with Policies 15 High quality design for Lewisham of the Core Strategy (June 2011) and Development Management Local Plan (November 2014) DM Policy 30 Urban design and local character.

13

- (a) The windows, doors, balconies, terraces, and cladding joining and junction details shall be constructed/built in accordance with the email from Sam Caldwell confirming the materials and side of materials to be used received, joints specification sheet (page 82) received 1/9/15.
- (b) The development shall be carried out in accordance with the approved details.

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

- 14. The 57 proposed secure and dry cycle parking spaces indicated on the plans hereby approved shall be provided within the development 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).

15. Six integrated schwegler bat boxes 3 triple swift boxes 3 house sparrow terraces, 1 open fronted bird box attached to the building, 1, 32 mm hole bird box and 1, 26mm hole bird box, all to be located and orientated as set out in the Preliminary Ecological Appraisal & Preliminary Bat Roost Assessment by Ecology Consultancy dated 24/3/14 shall be provided as part of the development hereby approved and shall be installed before occupation of the building and maintained in perpetuity.

Reason: To comply with Policy 7.19 Biodiversity and access to nature conservation in the London Plan (2015), Policy 12 Open space and environmental assets of the Core Strategy (June 2011), and DM Policy 24 Biodiversity, living roofs and artificial playing pitches and local character of the Development Management Local Plan (November 2014).

16.

- (a) The development shall be constructed with a biodiversity living roof laid out in accordance with details to be submitted and approved and maintained thereafter.
- (b) The living roofs shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.
- (c) Evidence that the roof has been installed in accordance with (a) shall be submitted to and approved in writing by the local planning authority prior to the first occupation of the development hereby approved.

Reason: To comply with Policies 5.10 Urban greening, 5.11 Green roofs and development site environs, 5.12 Flood risk management, 5.13 Sustainable Drainage and 7.19 Biodiversity and access to nature conservation in the London Plan (2015) , Policy 10 managing and reducing flood risk and Policy 12 Open space and environmental assets of the Core Strategy (June 2011), and DM Policy 24 Biodiversity, living roofs and artificial playing pitches of the Development Management Local Plan (November 2014).

17.

- (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).

18.

- (a) No part of the development hereby approved shall be occupied until such time as a user's Travel Plan, in accordance with Transport for London's document 'Travel Planning for New Development in London' has been submitted to and approved in writing by the local planning authority. The development shall operate in full accordance with all measures identified within the Travel Plan from first occupation.
- (b) The Travel Plan shall specify initiatives to be implemented by the development to encourage access to and from the site by a variety of non-car means, shall set targets and shall specify a monitoring and review mechanism to ensure compliance with the Travel Plan objectives.
- (c) Within the timeframe specified by (a) and (b), evidence shall be submitted to demonstrate compliance with the monitoring and review mechanisms agreed under parts (a) and (b).

Reason: In order that both the local planning authority may be satisfied as to the practicality, viability and sustainability of the Travel Plan for the site and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011).

19. The development hereby approved shall not be occupied until the existing access has been closed, the highway reinstated and the new access has been constructed in accordance with the permitted plans.

Reason: To confine access to the permitted points in order to ensure that the development does not prejudice the free flow of traffic or conditions of general safety along the neighbouring highway and to comply with the Policy 14 Sustainable movement and transport of the Core Strategy (June 2011).

20. Each of the dwellings shall meet Lifetime Home Standards (in accordance with the 2010 (Revised) document) as shown on drawing nos. 14020B(PA)304A Rev B, 14020B(PA)305A Rev B and 14020B(PA)306A Rev B 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).

21. All window and door openings shall be constructed with minimum 0.5 brick deep external reveals.

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

22. Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), no satellite dishes shall be installed on the elevations of any building hereby approved.

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).

23. Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), no plumbing or pipes, flues or rainwater pipes, shall be fixed on the external faces of the buildings hereby approved.

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).

(a) The building shall be designed so as to provide sound insulation against external noise and vibration, to achieve levels not exceeding 30dB LAeq (night) and 45dB LAmax (measured with F time weighting) for bedrooms, 35dB LAeq (day) for other habitable rooms, with window shut and other means of ventilation provided. External amenity areas shall be designed to achieve levels not exceeding 55 dB LAeq (day) and the evaluation of human exposure to vibration within the building shall not exceed the Vibration dose values criteria 'Low probability of adverse comment' as defined BS6472.

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

(c) The development shall not be occupied until the sound insulation scheme approved pursuant to paragraph (b) has been implemented in its entirety. Thereafter, the sound insulation scheme shall be maintained in perpetuity in accordance with the approved details.

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

24. Car parking spaces 01 and 02 as shown on drawing number 14020B(PA)100C Rev C hereby approved shall be allocated to wheelchair units A3 and A1 respectively. The car parking spaces shall be provided prior to the occupation of said units and retained permanently thereafter.

Reason: To ensure that the car parking spaces are used for the benefit of the wheelchair accessible housing occupiers in accordance with Policy 1 Housing provision, mix and affordability, Policy 15 High quality design for Lewisham and Policy 14 Sustainable movement and transport of Lewisham's Core Strategy (June 2011) and Development Management Local Plan Policy 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014).

Informatives

1. Water Comments

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

2. Waste Comments

Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Legal changes under The Water Industry (Scheme for the Adoption of private sewers) Regulations 2011 mean that the sections of pipes you share with your neighbours, or are situated outside of your property boundary which connect to a public sewer are likely to have transferred to Thames Water's ownership. Should your proposed building work fall within 3 metres of these pipes we recommend you contact Thames Water to discuss their status in more detail and to determine if a building over / near to agreement is required. You can contact Thames Water on 0800 009 3921 or for more information please visit our website at www.thameswater.co.uk

No impact piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement. Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

'We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality."

3. 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.

4. Commencement of works

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.

5. CIL

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>

6. Land contamination

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.

7. Drainage

You are advised to contact the Council's Drainage Design team on 020 8314 2036 prior to the commencement of work.

In preparing the scheme of dust minimisation, reference shall be made to the London Councils Best Practice Guide: The Control of Dust and Emissions from Construction and Demolition. All mitigation measures listed in the Guide appropriate to the size, scale and nature of the development will need to be included in the dust minimisation scheme.

8. Lighting

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.

9. Street naming and numbering

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.

10. Archaeology

Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs.