

Committee	STRATEGIC PLANNING COMMITTEE	
Report Title	19 YEOMAN STREET, SE8 5DT	
Ward	EVELYN	
Contributors	AGNIESZKA NOWAK	
Class	PART 1	14 th December 2016

Reg. Nos.

DC/16/098132

Application dated

31.08.2016 (as revised up to 24.11.2016)

Applicant

Fairview New Homes (South East) Limited

Proposal

The demolition of existing structures and the erection of a 5 to 8 storey building comprising of 72 residential units, 371sqm of commercial floorspace (Use Class B1) and energy centre, a single storey storage building for refuse and cycle parking, provision of an electrical substation and associated landscaped courtyards and amenity areas at 19 Yeoman Street, SE8 5DF.

Applicant's Plan Nos.

D1000; D1100; D1700; FNH 420 120; FNH 424 121; D4000-00; D4101-02; D4102-02; D4103-02; D4104-02; D4105-02; D4106-02; D4107-02; D4500-01; D4501-01; D4700-01; D4701-01; D4702-01; D4703-01; D4704-01; 01 D4850-01; D4851-01; D4710-00;

D4100 Rev04 (received on 8th November);

D4110 Rev03; EXA_1623_110 RevA (received on 9th November);

EXA_1563_F_161111 received on 11th November;

Affordable Housing Assessment (Fairview Homes); Air Quality Impact Assessment (MLM); Archaeological Report (CgMs); Crime Prevention/Safer Places Report (Fairview Homes); Construction Logistics Plan (Fairview Homes); Delivery and Servicing Plan (Metropolis Architects); Design and Access Statement (Metropolis Architects); Employment floorspace Report (JLL); Energy Assessment (Low Energy); Flood Risk Assessment (AECOM); Land Contamination Assessment (CGL); Landscaping Scheme (Exterior Architects); Noise and Vibration Assessment (Grant Acoustics); CGIs: Yeoman Street; Plough Way; Courtyard; Amenity Area (The Visualizer); Planning Statement (Fairview Homes); Draft Heads of Terms (Fairview Homes); Site Waste Management Plan (Fairview Homes); Statement of Community Engagement (Curtin&Co); Sustainability Statement (Low Energy); Townscape and Visual Assessment (NLP); Transport Assessment (Milestone); Travel Plan (Milestone); Living roofs (Fairview Homes).

Updated Ecological Appraisal (Aspect Ecology) received on 9th November;
Updated Transport Assessment (Milestone);
Updated Daylight/Sunlight and Overshadowing Assessment (EB7) received on 23rd November;
Updated Arboricultural Assessment (Ian Keen Ltd) received on 24th November.

Background Papers

- (1) Case File DE/182/B/TP
- (2) Local Development Framework Documents
- (3) The London Plan (Consolidated with Alterations since 2011) (2015), and Mayors' SPG/SPDs, Best Practice Guidance

Designation

Site Allocations Local Plan – Strategic Site Allocation 5 (SSA5) Plough Way
Existing Use: Employment (B8 Use Class)

Screening

The Local Planning Authority (LPA) advised that an Environmental Statement would not be required to accompany a planning application in response to a Screening Opinion request submitted under Regulations 5 & 13 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, as amended. Decision dated 9th September 2016, ref. DC/16/098061.

1.0 Summary

- 1.1 This report relates to proposals for the redevelopment of 19 Yeoman Street, a site of 0.27 hectares currently used as a building contractor's yard.
- 1.2 The site falls within the boundaries of the 'Plough Way' Strategic Site Allocation 5 (SSA5) identified in the Core Strategy. The Plough Way site is allocated for mixed-use development and it will provide up to 1,500 new homes.
- 1.3 The application site represents the final piece of the strategic site to be completed and to this end the proposal fits within the overall master plan and reflects the layouts of the other developments falling within its boundaries.
- 1.4 The proposed development seeks to demolish the existing structures and provide a residential-led mixed use redevelopment of the site to provide 72 residential units (of which 12 would be affordable) and 371sqm of commercial floorspace (Use Class B1).
- 1.5 The application has been subject to detailed pre-application discussions through the Council's Planning Performance Agreement process during which the scheme was presented to the Council's Design Review Panel.
- 1.6 Officers consider that the proposed mix of land uses accords with the aspirations set out in the Core Strategy for this site. The proposed re-provision of the employment floorspace is considered to be acceptable in light of the wider planning policy context, along with the quality and type of the new employment floorspace proposed and the potential uplift in job creation.
- 1.7 The residential element of the scheme would provide 16.7% of affordable housing units, including affordable rented units with an appropriate mix of unit types. The development

would provide a high quality residential environment ensuring that all of the proposed units achieve appropriate levels of daylight, sunlight, outlook and privacy, and meet internal space requirements, as well as levels of private and shared amenity space provision.

- 1.8 In design terms officers consider the proposed scale and mass of the proposal would be an appropriate response to the surrounding context and would not cause harm to the visual amenities of the surrounding area. Officers consider the proposed design to be of a high standard and in principle support the material palette.
- 1.9 The impact of the development on the amenities of neighbouring residents is acceptable in terms of outlook and privacy. However, given the existing nature of the site compared to the proposed development there are some very isolated and minor impacts in terms of daylight, although the reductions seen would still leave levels of daylight and sunlight that would be considered acceptable in an urban context.
- 1.10 The proposed development would be car free and a total of 124 cycle parking spaces would be provided across the development.
- 1.11 Finally, the development would be liable for the Community Infrastructure Levy and subject to a range of section 106 obligations that are considered to reasonably mitigate the otherwise unacceptable impacts of the development upon local infrastructure. The package of section 106 contributions has been negotiated having full regard to the nature of the development, to the normal expectations conferred upon developers by the various planning policy documents, and to the statutory tests for section 106 obligations set out in the Community Infrastructure Levy Regulations 2010.
- 1.12 Officers have assessed the proposals in relation to national, strategic and local policies contained within the NPPF, London Plan and the Lewisham Local Plan and the application is recommended for approval, subject to conditions and the completion of a Section 106 Agreement.

2.0 Property/Site Description

- 2.1 The site is situated on the eastern side of Yeoman Street, south of Chilton Grove close to the boundary with the London Borough of Southwark. The site has a total area of approximately 0.27 hectares. It is currently in use as a building contractor's yard and comprises a large, single storey shed structure, which is in a poor condition.
- 2.2 The site is accessed directly from Yeoman Street and is closed off to the rear (east) due to changes in land levels and land ownership.
- 2.3 The Earl Sewer easement runs across the application site from east to west. This prohibits the construction of new structures within 3m either side of the 6ft wide sewer's centre line plus a 2-storey overhead exclusion restriction above it.
- 2.4 Immediately to the North-West of the site lies a 5 storey development at Leeward Court (7-17 Yeoman Street). To the East, forming part of Marine Wharf development are Sirius House and Narlem Court, achieving the height of 8 and 6 storeys respectively.
- 2.5 To the South-East, the site is bounded by an 8 storeys high Cannon Wharf Business Centre. A Victorian Thames Water pumping station and the industrial units at 36 Yeoman Street are located to the West.
- 2.6 The site forms part of the 'Plough Way' Strategic Site Allocation 5 (SSA5) identified in the Core Strategy. The Plough Way site is allocated for mixed-use development, originally envisaged to provide up to 1,500 new homes.

- 2.7 The site has a PTAL rating of 3, representing a 'Moderate' level of accessibility to public transport services.
- 2.8 There are several trees on the application site, however, no Tree Preservation Orders (TPOs) apply to the site. A Site of Nature Conservation Importance abuts the site boundaries to the North.
- 2.9 The site is situated within Flood Zone 3a.
- 2.10 The site lies within the 120 degree field of view from Strategic Viewing Corridor (Greenwich Park to St Paul's Cathedral) alongside an Archaeological Priority Area: 'Deptford - The Strand, Sayes Court and the Royal Naval Dock'. There are no statutory or locally listed buildings on the site and the site is not within a Conservation Area.

3.0 Planning History

Application site

- 3.1 The application site has been subject to two planning applications for residential development:
- 3.2 Planning application reference DC/08/68034/X for the construction of an 8 and 9 storey building comprising 10 commercial units (1102 sqm) and 111 residential units was submitted then subsequently withdrawn by the applicant in 2008.
- 3.3 A second application for a similar development was submitted in 2009, but the application was again withdrawn (Reference DC/09/70848/X).

Adjoining sites

- 3.4 DC/08/68523 - construction of buildings 3 to 8 storeys plus two buildings 20 and 23 storeys in height, comprising 6,588 sqm commercial units (Use Classes B1, A1, A2, A3, A5 & D1) and 679 residential units at Cannon Wharf. Approved in March 2012.
- 3.5 DC/10/73437/X - construction of buildings between 1 and 8 storeys in height to accommodate 4,126 square metres of commercial floorspace (Use Classes A1/A2/A3/B1/B1c), 532 residential units (including 78 units provided as an "Extra Care" facility) at Marine Wharf West. Approved in September 2011.
- 3.6 DC/15/91087 - an alternative scheme at Marine Wharf East comprising of the demolition of the existing office building and redevelopment to provide 225 residential dwellings and 1,045 sqm of flexible commercial floor space. Approved in November 2015.
- 3.7 DC/11/77408 - the construction of a 5 storey building to provide 33 residential units at 7-17 Yeoman Street. Approved in March 2012.

4.0 Current Planning Application

- 4.1 The applicant has submitted a full planning application in respect of the proposals comprising the demolition of all existing structures and redevelopment comprising of 72 residential units and 371sqm of commercial floorspace (Use Class B1).
- 4.2 The buildings would be laid out in an approximately L-shaped arrangement, forming a frontage to Yeoman Street with an access adjacent to Leeward Court. The rear 'wing' of the building would extend into the site parallel with Cannon Wharf, enclosing a triangular area of amenity space to the south. A single storey building to the rear of Leeward Court would provide bin and cycle storage.



Figure 1: Proposed ground floor plan.

- 4.3 The frontage to Yeoman Street would be 7 storeys in height with a setback 8th floor and would be slightly lower than Cannon Wharf Business Centre. The rear block would step down to 5 storeys. The buildings would have flat roofs with a parapet details comprising a soldier course of dark brown brick. The frontage to Yeoman Street would be symmetrical, responding to the symmetry of 7 -17 Yeoman Street.
- 4.4 The predominant building material would be light brown brick with darker brown brick being used for detailing. Elevations would be articulated with brick work detailing including contrasting soldier courses and textured brickwork panels with alternate projecting courses, projecting balconies and a variety of windows. The window frames would have a slender profile and would be finished in a mid grey with matching grey metal balconies. The upper storey would be constructed in a dark brown brick that contrasts with the lighter main elevation to decrease the apparent scale of the building.
- 4.5 The commercial floorspace would be located on the ground floor on the Yeoman Street frontage. The commercial floorspace has been designed to accommodate a number of alternative layouts. Whilst the applicant's intention is to fit out the commercial space as one unit, alternative options have been developed showing the possibility of achieving up to 4 units without the need for alterations to the principal elevation and with all units retaining the access and servicing arrangements directly from Yeoman Street.
- 4.6 The application proposes a total of 72 residential units, 12 of which would be affordable. The development includes a mix of unit sizes, including 12 large, family sized (3+ bedroom) units. The table below shows the residential units in terms of dwelling type.

Affordable Housing			Market Housing			Total		Habitable rooms
Unit Type	Number	%	Unit Type	Number	%	Number	%	
1 Bed	1	8	1 Bed	29	48	30	42	60
2 Bed	6	50	2 Bed	24	40	30	42	90
3 Bed	5	42	3 Bed	7	12	12	16	48
Total	12	100	Total	60	100	100	100	198

- 4.7 The affordable housing provision would amount to approximately 16.7% of the total number of dwellings (20.2% by habitable rooms) and would comprise Affordable Rent units located to the rear of Block B.

Affordable Housing			Habitable rooms
Unit Type	Number	%	
1 Bed 2p	1	8.3	2
2 Bed 2p	2	16.7	6
2 Bed 3p	4	33.3	12
3 Bed 4p	1	8.3	4
3 Bed 5p	4	33.3	16
Total	12	100	40

- 4.8 The application proposes three defined amenity spaces of varied character as part of the landscape masterplan. These character zones are 'the great lawn' measuring 396sqm, 'communal gardens' measuring 274sqm and 'family square' measuring 125sqm. These amenity areas provision would equate to a total of 795sqm. The landscape proposals comprise the provision of biodiverse living roofs and a sedum blanket system covering 34% and 29 % of the roofs respectively. New trees would be planted along the access along the northern boundary, within the southern amenity space and on the southern boundary where the site is close to the northern end of Norlem Court.
- 4.9 The main pedestrian/cycle access to the site would remain from the existing access point via Yeoman Street. Access to the flats would be from the landscaped area adjoining Cannon Wharf and Norlem Court. The proposal would be car free and a total of 124 cycle parking spaces would be provided across the development. Cycle spaces for residents are generally located internally within the blocks and accessed from the entrance corridors, or within the single storey storage building located in the north-western corner of the site and accessed from the communal garden space.
- 4.10 Three residential bin storage areas would be provided, each within 30m of flat entrances and within 15m of the bin collection point. Commercial refuse storage area would be provided the single storey pavilion building and would be collected by a private company.

Environmental Impact Assessment

- 4.11 The Town & Country Planning (Environmental Impact Assessment) (England & Wales) Regulations 2011 as amended (the EIA Regulations) identify certain development projects which may require EIA. Projects of a type listed in Schedule 2 will require EIA before permission is granted if any part of the development is in a 'sensitive' area (as defined by the Regulations) or certain prescribed threshold/criteria (such as the site area or scale of development) are exceeded/met, and in either case the proposed development is likely to have significant effects on the environment by virtue of factors such as its nature, size or location. No part of the proposed development is to be carried out in a 'sensitive area' as defined by the EIA Regulations and The proposed development does not exceed the unit or area thresholds set out in Column 2 under 10 (b) 'urban development projects' and therefore does not constitute 'Schedule 2 development'.

- 4.12 In August 2016 the applicant submitted a Screening Opinion Request under Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 as amended, in respect of the application proposals. Taking account of the location and context of the site and the scale and likely significance of any environmental effects resulting from the proposed development it was determined that the proposals did not constitute EIA development. The Council issued a screening opinion to that effect on 9th September 2016.

Supporting documents

- 4.13 The application is supported by plans, elevations, sections and bay studies. To sit alongside the drawings a number of descriptive, analytical and technical documents have also been provided, listed below:

Design and Access Statement (prepared by Metropolis)

This document provides a comprehensive description of the site, outlines the site conditions that have influenced the scheme from that previously consented, sets out to describe the design principles behind the proposed development and explains the rationale for the scheme. The document covers site context, design principles, connectivity and permeability, height and massing, architectural appearance and materials, land use and amount of development, unit types, daylight, sunlight, open space and landscaping as well as access, refuse and recycling arrangements and servicing.

Landscaping Scheme (prepared by Exterior Architects)

This document sets out the landscaping proposals for the development including the communal courtyards and play space provision. The document also contains details of hard surfaces, furniture, lighting and soft landscaping details including planting species and trees.

Townscape and Visual Assessment (NLP)

This assessment has been undertaken broadly in accordance with the Guidelines for Landscape and Visual Impact Assessment provides an analysis of the potential townscape and visual effects arising from the proposed development. The five representative view positions within the assessment have been discussed and agreed with officers.

Planning Statement (prepared by Fairview New Homes Ltd)

The Statement describes the site context, history and relevant planning policy. A brief assessment of planning considerations is provided (principle of development, design, residential policies and standards, sunlight, daylight and overshadowing, affordable housing, transport and access, sustainability and other environmental matters). Finally, the statement addresses planning obligations and CIL.

Ecological Appraisal (prepared by Aspect Ecology)

This report sets out the findings of the protected species and habitats survey undertaken in December 2015. The report covers badgers, bats, other mammals, birds, reptiles, and invertebrates. The report concludes that the proposals would not result in significant harm to biodiversity and subject to mitigation measures and ecological enhancements the proposal would enhance the ecological value of the site.

Arboricultural Assessment (prepared by Ian Keen Ltd)

The report confirms that the site and proposed development have been assessed in accordance with the relevant British Standard, BS 5837:2012. A total of 5 individual and group of trees were recorded during the survey. These trees fall within the site boundary and the adjacent sites. None of the trees are covered by a Preservation Order. All trees adjacent to the site would be protected during construction in line with standard arboriculturalist best practice (BS5837:2012) or as otherwise directed by a suitably competent arboriculturalist. This would involve the use of protective fencing or other methods appropriate to safeguard the root protection areas of retained trees / hedgerows.

The trees located along the frontage within the site are not significant in terms of individual merit or contribution to landscape and would be removed to facilitate the proposals.

Employment Land Report (prepared by JLL)

The report provides a planning policy overview, an assessment of the quality of the existing accommodation and a consideration of the appropriateness of the site's location for employment uses. The report also describes the different types of accommodation available on the site and the attractiveness of office and light industrial floorspace to investors and occupiers in the local area. This assessment draws on the experience of specialist commercial and office agents at JLL that are active in the local market as well as JLL building surveyors.

Statement of Community Involvement (prepared by Fairview New Homes Ltd)

This statement sets out the consultation that was undertaken by the applicant as part of the pre application process. The results of the consultation are discussed together with an explanation of how the consultation has informed the proposals. In lieu of an exhibition, the applicant sought to go directly to residents by conducting a door-to-door canvassing of all immediate neighbours to the site. The Applicant also hand-delivered letters to neighbours informing them of the emerging plans which provided a link to the consultation website and listed all contact details and organised a weekday evening Drop-in-Centre in the area. Copies of the door-to-door canvassing letter, leaflet delivery area map, on-line feedback form, drop-in centre invitation letter, consultation slides and CGI material are included as appendices.

Energy Statement (prepared by Low Energy Consultancy Ltd)

This report has been prepared in line with the Mayors energy hierarchy: Be Lean, Be Clean, Be Green. The report describes how the proposed development meets policy requirements by setting out the energy modelling, measures to address energy efficiency, overheating and cooling, communal heating and combined heat and power and renewable energy. The report concludes that the development would achieve 35% carbon emission reductions of which 9.7% would be from the use of photovoltaic panels.

Sustainability Statement (prepared by Low Energy Consultancy Ltd)

This report has been prepared to show how the development would respond to London Plan and Core Strategy sustainability policies. The report includes Pre Assessments to show how the development would obtain the overall 35% CO₂ emissions and BREEAM 'Very Good' rating.

Transport Statement and Travel Plan (prepared by Milestone Transport Planning)

The Transport Assessment sets out the existing site conditions including surveys undertaken to establish trip generation from the existing site, vehicular movements in Plough Way and Yeoman Street and parking capacity for the surrounding streets. The report seeks to justify the zero car parking proposed as the development would be reliant upon sustainable transport modes. Site layout and servicing is discussed. The report concludes that subject to appropriate mitigation the development would not have an adverse impact on the surrounding highway network and would not give rise to excessive on street parking.

Air Quality Assessment (prepared MLM Consulting Engineers Ltd)

The report indicates that the total NO₂ and PM₁₀ emissions from both the operational phase road traffic and energy plant emissions will be below the respective air quality objectives at the selected representative receptor locations, therefore no mitigation measures are required to address this issue specifically.

Noise and Vibration (prepared by Grant Acoustics)

The report demonstrates that subject to appropriate mitigation measures the internal noise levels would be acceptable across the development. Whilst external amenity noise levels are typically predicted to fall within the recommended criterion of 55dB_L for amenity areas,

the plots with private amenity facing Yeoman Street, may exceed the criterion by up to 2dB(A). However, based on the location and context of the site, it is recognised within the guidance BS8233:2014, that the noise criterion of 55dB(A) may not always be met in urban environments.

Flood Risk Assessment (prepared by AECOM)

The Flood Risk Assessment considers the risk of flooding arising from the proposal in addition to the risk of flooding posed to the development, identifies and quantifies the vulnerability of the development to flooding from all sources and where appropriate identifies the potential flood risk reduction measures and considers how the ability of water to soak into the ground may change with the proposal along with how the proposed layout may affect local drainage systems.

Land Contamination Assessment (prepared by Card Geotechnics Ltd)

CGL have undertaken phases of site investigation between December 2015 and June 2016. This report provides the following:

- A desk study, including site setting, geoenvironmental setting and historical development;
- Details of the ground investigation undertaken;
- Details of the ground and groundwater conditions, including results of laboratory Chemical analysis, encountered during the ground investigations undertaken to date;
- A Conceptual Site Model (CSM) and risk assessment based on the available information;
- A generic quantitative risk assessment for human health and controlled waters;
- A detailed quantitative risk assessment (DQRA) for controlled waters; and
- Preliminary remediation strategy with respect to protection of human health and controlled waters.

Refinements and Amendments

- 4.14 Following public consultation amendments to the application were submitted on 8th and 9th November. The changes included minor repositioning of the storage pavillon, including amendments to the landscaping masterplan, and the submission of further information on the living roofs. These amendments are not considered to be material and therefore did not require further consultation. All amendments have been reflected in the list of plans and documents for approval.

5.0 Consultation

- 5.1 This section outlines the consultation carried out by the applicant prior to submission and by the Council following the submission, of the application and summarises the responses received. The Council's consultation exceeded the minimum statutory requirements and those required by the Council's adopted Statement of Community Involvement.

Pre-Application Consultation

- 5.2 The proposed development has been subject to considerable pre-application discussion and negotiation. Pre-application discussions were undertaken between the Local Planning Authority (LPA) and the applicants. A Planning Performance Agreement was signed between the LPA and the applicant in June 2015.
- 5.3 The pre-application process included two reviews by the Lewisham Design Review Panel (DRP), which are detailed below.
- (i) Design Review Panel, February 2016
- 5.4 A 'two block' scheme was presented to the Lewisham DRP. The Panel's view was that an

external architect should be appointed to critically assess the site's opportunities and constraints and consider alternative design options for the site. Metropolis Architects were subsequently appointed in March 2016.

(ii) Design Review Panel, August 2016

- 5.5 The scheme presented was similar to the current application. The Panel felt that the "L" shaped plan layout and massing where the Yeoman Street leg is the major block seemed much improved relative to earlier iterations of the project. However, the Panel suggested that the architecture be substantially revisited, and that the rooftop level should become lighter with a far greater proportion of glazing and a different treatment in material. The Panel expressed no support for the proposed ground floor treatment, particularly the main entrance at Block A. The Panel agreed with the applicant team that the cycle stores, recycling and refuse could be re-sited, potentially in one or more separate pavilion structures toward the north of the site. The proposed ground level should then be given over to high quality generous, visible and overlooked main entrances, and where appropriate residential accommodation. The Panel were also clear that the separation between internal residential ground level accommodation, private amenity space and communal amenity space need appropriate separation and demarcation through planting between the zones.
- 5.6 This application follows discussions with officers on the general form of the development and uses.

Application Consultation

- 5.7 The application has have been advertised in the local paper as 'major' development, with site notices also being displayed and letters sent to approximately 900 local residents and businesses. The application and associated documents have also been posted on the Council's website in the usual way.
- 5.8 The following statutory agencies and organisations were notified:
- Transport for London
 - Natural England
 - Environment Agency
 - Greater London Archaeological Advice Service
 - London Fire & Emergency Planning Authority
 - Thames Water
 - Thames Tideway Tunnel
 - Metropolitan Police - Design Out Crime Officer (Lewisham)
 - London Borough of Southwark
 - Eddystone Tower Tennants & Residents Association Deptford Society
 - Pepys Community Forum Deptford Street Traders Association.

Written Responses received from Local Residents and Organisations

- 5.9 Responses to consultation resulted in 7 letters of objection and 13 letters of support. The following issues were raised:
- excessive height;
 - loss/obstruction of views;
 - obstruction of Yeoman Street during construction works;
 - inappropriate number and location of cycle parking to the south is not ideally situated;
 - safety concerns in relation to cycle parking;
 - the commercial unit set up as one unit and similar to the minimum size standards a supermarket 'metro' would occupy;
 - loss of employment land and inadequate reprovision of employment floorspace;

- the refuse points exceed the standards set out in Manual for Streets for drag distances and the resulting need for a refuse lorry to enter the site and either reverse in or out, which would pose a highway concern;
- no link through the site to Plough Way;
- increase in the number of vehicles using Yeoman Road;
- increase in traffic and parking stress;
- the road to the front of the development should be resurfaced to ensure a safe surface;
- potential interference with communal TV aerial and satellite dishes signal;
- inaccessible space to the side of the outbuilding would collect dust and rubbish;
- compromised security to the rear balconies of Leeward Court due to the increased ease of access from the outbuilding;
- creation of smells and odours from the refuse store within the outbuilding;
- risk of vermin from the refuse store within the outbuilding;
- insufficient provision of open space.

5.10 Letters are on the case file and can be read in full upon request.

5.11 Points raised in the letters of support related mainly to the improvement on the current situation with the existing site looking unattractive and feeling unsafe. Provision of additional housing set within generous green space as part of the development is welcome.

5.12 No comments from the amenity groups were received.

Written Responses received from Statutory Agencies

Transport for London:

No objection subject to:

- provision of 2 disabled-accessible parking spaces on site or indication on the site plan where suitable provision could be made on street in vicinity of the site;
- appropriate contributions to improve accessibility and address barriers to those with disabilities;
- increase of number of cycling spaces to a total of 121;
- the Travel Plan being secured, enforced, monitored and reviewed as part of a s106 agreement;
- the Construction Logistics Plan to be amended to set out measures to ensure that any deliveries during the AM and PM peak are avoided unless absolutely necessary.

Environment Agency

No objection, subject to conditions relating to ground contamination and piling.

Historic England- Greater London Archaeological Advisory Service (GLAAS)

No objection, subject to a condition requiring a two- stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation.

Thames Water

No objection subject to a condition in respect of piling.

Thames Tideway Tunnel

No objection subject to informative advising that piling or any other foundation design using penetrative methods should include measures to ensure that there is no adverse impact on the Thames Tideway Tunnel.

London Borough of Southwark

No comments received.

Highways and Transportation

No objection subject to conditions requiring the submission of a Delivery and Servicing Plan (DSP), Construction and Logistics Plan (CLP), details of the secure cycle storage and details of measures used to ensure the vehicle route for refuse vehicles is kept clear of parking. Planning obligations should include Travel Plan, the provision of Car Club membership all residents for 3 years, contribution towards consultation and implementation of a CPZ, restriction on permit acquisition in future CPZ and s278 agreement with the Highway Authority to secure improvements to Yeoman Street including:-

- Improvement works to the footways and carriageway on Yeoman Street (the PERs Audit identified the footways as being substandard and the carriageway isn't suitable for cycling);
- Revisions to the existing waiting restrictions on Yeoman Street to facilitate refuse vehicle access to the site and to prevent vehicles parking on the Yeoman Street/Chilton Grove junction (as identified in the PERs Audit);
- New tactile paving and dropped kerbs on the Yeoman Street/Chilton Grove junction (as identified in the PERs Audit).

Ecological Regeneration Manager

No objection subject to conditions requiring further details of the living roofs as well as the implementation of mitigation measures and ecological enhancements

Environmental Health

No objection subject to conditions relating to noise and sound insulation, Construction Management Plan and Construction Logistics Plan.

- 5.12 Given the above actions, satisfactory consultation has been undertaken in line with the Council's Statement of Community Involvement and legislative requirements.

6.0 Policy Context

Introduction

- 6.1 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.

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).
- 6.2 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 (Consolidated with Alterations since 2011) 2015. The NPPF does not change the legal status of the development plan.

National Planning Policy Framework

- 6.3 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)’.

- 6.4 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. It is important to note that when considering whether development proposals accord with the development plan, it is necessary to consider the question with regard to the development plan as a whole.

Other National Guidance

- 6.5 On 6 March 2014, DCLG launched the National Planning Practice Guidance (NPPG) resource. This replaced a number of planning practice guidance documents.
- 6.6 In March 2015, the Technical housing standards – nationally described space standard was adopted and sets out the minimum space requirements for residential accommodation.

London Plan (Consolidated with Alterations since 2011) 2016

- 6.7 The London Plan was updated on 14 March 2016 to incorporate the Housing Standards and Parking Standards Minor Alterations to the London Plan (2016). The London Plan policies relevant to this application are:

Policy 1.1	Delivering the strategic vision and objectives for London
Policy 2.9	Inner London
Policy 2.13	Opportunity areas and intensification areas
Policy 2.14	Areas for regeneration
Policy 3.1	Ensuring equal life chances for all
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 4.1	Developing London’s economy
Policy 4.4	Managing industrial land and premises
Policy 4.12	Improving opportunities for all
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.5	Decentralised energy networks
Policy 5.6	Decentralised energy in development proposals
Policy 5.7	Renewable energy
Policy 5.8	Innovative energy technologies
Policy 5.9	Overheating and cooling

Policy 5.10	Urban greening
Policy 5.11	Green roofs and development site environs
Policy 5.12	Flood risk management
Policy 5.13	Sustainable drainage
Policy 5.21	Contaminated land
Policy 6.2	Providing public transport capacity and safeguarding land for transport
Policy 6.3	Assessing effects of development on transport capacity
Policy 6.9	Cycling
Policy 6.10	Walking
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Building London's neighbourhoods and communities
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.5	Public realm
Policy 7.6	Architecture
Policy 7.8	Heritage assets and archaeology
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature
Policy 7.21	Trees and woodlands
Policy 8.2	Planning obligations
Policy 8.3	Community infrastructure levy

London Plan Supplementary Planning Guidance (SPG)

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

Accessible London: Achieving an Inclusive Environment (2014)
Housing (2012)
Housing Supplementary Planning Guidance (May 2016)
Sustainable Design and Construction (2014)
Planning for Equality and Diversity in London (2007)
Shaping Neighbourhoods: Play and Informal Recreation (2012)

London Plan Best Practice Guidance

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

Development Plan Policies for Biodiversity (2005)
Control of dust and emissions from construction and demolition (2006)

Core Strategy

6.10 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 1	Lewisham Spatial Strategy
Spatial Policy 2	Regeneration and Growth Areas
Core Strategy Policy 1	Housing provision, mix and affordability
Core Strategy Policy 4	Mixed use 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 19	Provision and maintenance of community and recreational facilities
Core Strategy Policy 21	Planning obligations
Strategic Site Allocation 1	Requirements for strategic site allocations
Strategic Site Allocation 5	Plough Way

Development Management Local Plan

- 6.11 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:

DM Policy 1	Presumption in favour of sustainable development
DM Policy 7	Affordable rented housing
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 37	Non designated heritage assets including locally listed buildings, areas of special local character and areas of archaeological interest

Planning Obligations Supplementary Planning Document (February 2015)

- 6.12 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.

7.0 Planning Considerations

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

- a) Principle of Development
- b) Uses: Employment
Residential
- c) Design
- d) Housing: Standard of Accommodation
Residential Amenity
- e) Transport
- f) Trees and Ecology
- g) Sustainability and Energy
- h) Other Considerations

- 7.2 Each of the topics is assessed below in relation to policies set out in the development plan and other material considerations and, where relevant, the information set out in the

application documents. The following discussion refers to the proposed development as amended by the drawings and documents received (up to 14th November 2016).

a) Principle of Development

- 7.3 The National Planning Policy Framework (NPPF) states in Paragraph 14 that there is a presumption in favour of sustainable development and that proposals should be approved without delay so long as they accord with the development plan.
- 7.4 London Plan Policy 1.1 'Delivering the Strategic Vision and Objectives for London' states that growth in London will be supported so long as it does not have an unacceptable impact upon the environment. Policy 2.9 'Inner London' states that boroughs should ensure that developments utilise the potential of inner London by improving its "*distinct environment, neighbourhoods and public realm, supporting and sustaining existing and new communities, addressing its unique concentrations of deprivation, ensuring the availability of appropriate workspaces for the area's changing economy and improving quality of life and health for those living, working, studying or visiting there*".
- 7.5 The Core Strategy (Spatial Policy 2) sets out a vision for the Borough up to 2026 and seeks to focus new development within the Regeneration and Growth areas of Deptford New Cross, Lewisham and Catford. The Deptford and New Cross area (Evelyn and New Cross wards and part of Telegraph Hill Ward, north of New Cross Road) is expected to accommodate up to 2,300 additional new homes by 2016 and a further 8,325 new homes by 2026. Development opportunities should be used to improve connectivity throughout the area for pedestrians and cyclists and provide new accessible public spaces.
- 7.6 Strategic Objective 2 of the Core Strategy outlines that the Council aims to exceed the housing target set by the London Plan (which has increased since the Core Strategy was adopted). The supporting text to the policy underlines that housing development will feature prominently within the area known as Deptford Creekside and Deptford Town Centre.

The Plough Way Strategic Site

- 7.7 Strategic Site Allocation 1 (SSA1) of the Core Strategy sets out a number of requirements relating to how proposals for the identified strategic sites, including Plough Way (of which the application site falls within), should come forward. Strategic Site Allocation 5 (SSA5) provides more detailed guidance in respect of the Plough Way site itself.
- 7.8 The Plough Way Strategic Site is identified in the Core Strategy as one of four sites being a catalyst for regeneration of the Deptford and New Cross area through a mixed-use redevelopment. Redevelopment of these sites can deliver a comprehensive range of regeneration outcomes in the Borough's most deprived areas focused on the provision of housing, jobs, accessibility improvements (public transport, pedestrian and cycle), public realm improvements and infrastructure provision (physical, social and green) that collectively can transform the physical environment and achieve place-making objectives.
- 7.9 The Core Strategy sets out a vision for the Borough up to 2026 and seeks to focus new development within the Regeneration and Growth areas of Deptford New Cross, Lewisham and Catford (Spatial Policy 2). Within the Regeneration and Growth areas 'strategic sites' have been identified that are of such a scale and significance that – individually and collectively – they are considered central to the achievement of the Lewisham Spatial Strategy (Strategic Site Allocation 1 – SSA1). In Deptford and New Cross these sites are: Convoys Wharf, Surrey Canal Triangle, Oxestalls Road and Plough Way.
- 7.10 In view of the importance and complexity of the strategic sites, Core Strategy Policy 4 states that specific proposals will need to be progressed in the context of a site-wide masterplan to be submitted as part of a planning application.

- 7.11 Policy SSA1 goes on to identify the necessary components of a masterplan and Policy SSA5 sets out specific guidance in respect of the Plough Way Strategic Site. Policy SSA1 and SSA5 envisage a planning application based on a comprehensive masterplan for the entire strategic site which in the case of Plough Way comprises three main parcels of land (in separate ownerships) that together make up approximately 90% of the Strategic Site designation, together with four smaller parcels, including the application site, which make up the remainder.
- 7.12 Whilst SSA5 envisages a comprehensive masterplan, the Council have previously accepted that the Plough Way site would be developed in parts and that determination of applications for separate parts of the SSA5 site would be acceptable. This approach is evident through the Council's recent approvals of the sites at Marine Wharf East and West, Cannon Wharf and 7-17 Yeoman Street. The application site represents the final piece of the Plough Way site to be completed and to this end the proposal fits within the overall master plan and reflects the layouts of the other developments falling within its boundaries.

b) Uses: Employment

- 7.13 Policy SSA5 of the Core Strategy relates to the provision of employment floorspace on the site. Paragraphs 8.33 and 8.34 note that:
- this is an appropriate site for employment and mixed use development;
 - the existing successful Cannon Wharf Business Centre indicates there is demand for smaller business premises in this location;
 - the site has sufficient scale to allow a distinct 'business quarter'; and
 - opportunities should be taken to provide... quality business and light industrial uses providing higher density employment.
- 7.14 Paragraph 8.35 refers to the Council's most recent Employment Land Survey, and notes that, on balance, redevelopment of the Plough Way strategic site would increase the intensity of uses, provide a greater mix of business uses, and replace some of the existing buildings with modern facilities. Policy SSA5 requires, amongst other things, that redevelopment provides at least 20% of the built floorspace developed on the site to be for a mix of business space within Use Classes B1(c), B2 and B8.
- 7.15 Whilst the proposed provision of 371sqm (GIA) commercial floorspace would not achieve the prescribed threshold, it would provide a significant uplift in the number of potential jobs compared to the number of employees currently on site or existing floorspace potential.
- 7.16 The Employment Densities Guide (2010) produced by the Homes and Communities Agency (HCA) provides guidance on the likely employment densities achieved from different types of employment uses. The calculation is expressed as a square metre sum per Full Time Equivalent (FTE). This helps to understand any likely uplift in employment potential from a particular development proposal.
- 7.17 The existing business on site currently employs 3 FTE staff. This is significantly less than an estimate of employment yield based upon the HCA Employment Densities guide for a B8 occupier and is due to the large canopy on the site and use as open storage. Based on estimated floorspace of 2,115sqm Gross External Area (GEA) with an employment density as per the HCA Guidance for B8 'storage and distribution' of 1 FTE role per 77sqm GEA, then the site could theoretically employ 27.5 FTE roles. It must be noted that as owing to the sewer easement the site could not provide a standard B8 'storage and distribution' unit of this floorspace and scale.
- 7.18 The proposals comprise 371sqm GIA (approx. 315sqm NIA) of flexible commercial floorspace that, based upon an employment density as per the HCA Guidance for Technology, Media and Telecommunications offices of 1 FTE per 11sqm (Net Internal Area) floorspace, could deliver circa 28.5 FTE roles. This would be a significantly increased number of employees when compared to the actual existing level of employment on the

site. It would also increase the theoretical employment capacity of the site under B8 use set out above. This new employment space would also be replacing ageing employment stock that is nearing the end of its usable life, and would therefore secure this employment capacity on site over a longer term.

- 7.19 An Employment Floorspace Assessment submitted with the planning application argues that the location of the site, within a predominantly residential area and with a constrained access for HGV movements, is no longer fit for purpose for storage and distribution operations.
- 7.20 It is accepted that the surrounding area has seen a significant change in the past 5-6 years and the site is surrounded mainly by residential uses and is currently viewed as a 'bad neighbour' through the noise and disturbance caused by its operation. This is reflected in the public responses received during consultation.
- 7.21 The Council supports redevelopment of such sites to improve the physical quality of the urban environment whilst providing new modern employment floorspace. The commercial floorspace has been designed to accommodate a number of alternative layouts, allowing for between 1no. large to 4 no. smaller units, accessed directly from Yeoman Street. Alternative layout options would allow the space to be subdivided without alteration to the principle elevation.
- 7.22 It is also noted by officers that both the Marine Wharf West and Cannon Wharf developments include a significant proportion of employment floorspace. In particular, Cannon Wharf comprises the business centre on the site, providing approximately 4,000sqm of employment floorspace.
- 7.23 In accordance with Core Strategy Policy 21 the Council will also secure a package of measures for local labour in construction within the s106 agreement and a contribution of £ 174,590 for employment and training has also been secured. Details of these obligations are set out in section 8 of this report.
- 7.24 In the light of the above, officers consider therefore that the proposals satisfactorily address the policy requirement of SSAS and no objections are raised in this regard.

b) Uses: Residential

- 7.25 At national level, the NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development. Paragraphs 50 to 55 of the NPPF recognise the need to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. It specifies that local planning authorities should plan for a mix of housing based on current and future demographic trends, identify the size, type, tenure and range of housing that is required in particular locations. This should reflect local demand and where a need for affordable housing is identified, local planning authorities should set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.
- 7.26 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 the provision of affordable housing 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. 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.

- 7.27 Table 3.1 of the London Plan (2016) sets a target of 13,847 additional homes to be built in Lewisham in the 10 years from 2015-2025 with an annual monitoring target of 1,385 per year. This is an increase on the 2011 London Plan which sought 11,050 units to be provided by 2016 with an annual target of 1,105. Policy 3.4 of the London Plan seeks to optimise the housing potential of development sites in order to meet the demand for housing.
- 7.29 The supporting text to Core Strategy Policy 1 Housing provision, mix and affordability notes that the Lewisham Housing Market Assessment [2007-8] showed an overwhelming housing need within Lewisham and that 6,777 net dwellings should be provided over the current 5-year period to meet current the identified need. Following on from this, the South East London Housing Market Assessment (2014) noted that between 2011 and 2014 the annual housing target had been increased by 25% to meet growing demands. SP2 of the 2011 Core Strategy requires that the Deptford, Deptford Creekside, New Cross/New Cross Gate area accommodates up to 2,300 additional new homes by 2016 and a further additional 8,325 new homes by 2026.
- 7.30 The development proposes the re-use of an underutilised brownfield site, making the best use of Lewisham's limited land. Provision of 72 new dwellings would contribute to the Council's housing target and is supported in principle.

Density

- 7.31 Policy 3.4 of the London Plan 2015 seeks to ensure that development proposals achieve the maximum intensity of use compatible with local context. Table 3.2 (Sustainable residential quality) identifies appropriate residential density ranges related to a site's setting (assessed in terms of its location, existing building form and massing) and public transport accessibility level (PTAL).
- 7.32 For the purposes of the density range, Officers consider the site to be within an 'urban' setting and has a PTAL rating of 3 giving a London Plan indicative density range of 70-170 units per hectare, or, 200-450 habitable rooms per hectare (dependent on the unit size mix). The proposal is for 267 units per hectare or 733 habitable rooms per hectare, exceeding the indicative range by some margin. Commenting on density, the GLA have noted that it is not unusual for residential schemes in urban London to exceed the density guidance set out in the London Plan.
- 7.33 Officers are mindful of the fact that density is a guide to ensure optimisation of brownfield sites and the regeneration benefits of the scheme should be taken into account. Therefore, housing density should not be used as a tool in isolation to drive the nature of a housing development or to judge its appropriateness. Rather, density is an outcome of the design and development process that takes into account a variety of factors.
- 7.34 In this instance, the application site lies within a regeneration area designated for major growth and expansion and the surrounding sites within the Plough Way Strategic Site Allocation were all approved at densities above London Plan the guidelines; Cannon Wharf (618 hr/ha), Marine Wharf West (532 hr/ha), Marine Wharf East (587 hr/ha) and Leeward Court (1023 hr/ha).
- 7.35 There are also not considered to be any resulting adverse impacts arising from the density of development which cannot be mitigated through planning conditions, the design and the s106 obligations. These matters are considered in the subsequent sections of this report.

Affordable Housing

- 7.36 At national level, PPS 1 (paragraph 14 onwards) and PPS 3, recognise the need to develop socially inclusive communities, creating a suitable mix (both market and affordable) of housing. PPS 3 (paragraph 29 onwards) requires the Council to set a plan-wide target for affordable housing, and targets relating to the mix in terms of social and intermediate housing, size and type. In addition, PPS 3 requires the Council to set a threshold above which developments would be expected to achieve such targets and an approach for seeking developer contributions towards the provision of affordable housing.
- 7.37 At regional level, the 2011 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 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 13,200 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. The policy also refers to a strong and diverse intermediate sector, where 60% of provision should be for social rent and 40% should be for intermediate rent or sale and priority should be given to the provision of affordable family housing.
- 7.38 CSP1 of the 2011 Core Strategy confirms that the maximum level of affordable housing will be sought by the Council, with a strategic target of 50%, as a starting point for negotiations and subject to an assessment of viability.
- 7.39 The development would provide 72 residential units, of which 12 are proposed to be affordable homes. On a unit basis this amounts to 16.7% of the total number of units. As the level of affordable housing proposed falls short of the 50% target in Core Strategy Policy 1, the applicant has prepared a financial viability assessment. Specialist viability consultants, GL Hearn, were appointed by the Council to advise on viability issues and have undertaken a review of the scheme and assessed the level of affordable housing that can be provided.
- 7.40 In their viability assessment, GL Hearn confirmed that the scheme would be able to generate an additional sum of £145,736.01 which should be taken as a payment for off-site affordable housing within the Borough as part of the s.106 agreement. Additionally, a review mechanism would be triggered if development has not been implemented within a year in order that scheme viability can be reviewed to determine whether any additional affordable housing can be provided. A copy of the GL Hearn report is appended to this report.

Tenure Mix

- 7.41 With regard to tenure mix, Core Strategy Policy 1 states that the affordable housing component is to be provided as 70% social rented and 30% intermediate housing although it also states that where a site falls within an area which has existing high concentrations of social rented housing, the Council will seek for any affordable housing contribution to be provided in a way which assists in securing a more balanced social mix. The London Plan has a 60%-40% split to allow a higher percentage of intermediate housing or other arrangements as considered appropriate.
- 7.42 Different proportions are supported by the Lewisham Housing Market Assessment 2007-8 (HMA), published in December 2009 which states (paragraph 37) that affordable housing provision in Lewisham should comprise 85% social rented housing, and 15% intermediate housing, in order to meet the identified need.

- 7.43 The proposed tenure mix is 100% affordable rent and therefore closer to the HMA targets rather than those prescribed by Core Strategy Policy 1. However, whilst this mix is not policy compliant, it needs to be stressed that the overarching aim of this policy is the achievement of mixed and balanced communities. The levels of shared ownership housing is very high within the remaining part of the strategic site, therefore allowing a higher proportion of affordable rent units within the development would represent a more comprehensive approach to development within the strategic site as a whole.

Mix of unit sizes

- 7.44 In terms of dwelling sizes Core Strategy Policy 1 also states that the provision of family housing (3+ bedrooms) will be expected as part of any new development with 10 or more dwellings and, in the case of affordable housing, the Council will seek a mix of 42% as family dwellings (3+ bedrooms), having regard to criteria specified in the Policy relating to the physical character of the site, access to private gardens or communal areas, impact on car parking, the surrounding housing mix and the location of schools and other services.
- 7.45 The development would provide a total of 12 large, family sized dwellings. This represents about 16.7% of all dwellings on the site. Family sized dwellings as a proportion of the affordable provision would be 42% (5 out of 12) which is policy compliant. It is also noted that four of the 2-bed homes proposed would be larger, 4 person units which would be suitable for a family. Taking these into account, the combined proportion of family sized units would equate to 75% of the overall affordable units provision.
- 7.46 As such, given the location of the site and its moderate public transport accessibility levels, it is considered that the proportion of family housing is adequate.
- 7.47 To this end, officers are satisfied that the proposed affordable housing mix and tenure would meet the identified housing needs of the Borough. Whilst there is a shortfall in provision against adopted policy, this shortfall has been robustly justified through the submitted viability assessment. In this case, a balance has been struck between the affordable housing size and tenure mix, and scheme viability. For the reasons set out above it is considered that the proposals are acceptable in this respect.

c) Design

- 7.48 The NPPF sets out 12 core land-use planning principles that should underpin both plan-making and decision-taking. One of these principles states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 7.49 Section 7 of the NPPF (Requiring good design), makes it clear that the Government attaches great importance to the design quality of the built environment. The policy framework recognises that good design is a key aspect of sustainable development, it is indivisible from good planning, and should contribute positively to making places better for people. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. The NPPF states that local and neighbourhood plans should develop robust and comprehensive policies in relation to design and that planning policies and decisions should aim to ensure that developments respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. They should also be visually attractive as a result of good architecture and appropriate landscaping.
- 7.50 The London Plan also places great importance on design and local character. Policy 7.4 Local Character, states that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. Policy 7.6 'Architecture', reinforces the emphasis on good design and provides

that architecture should make a positive contribution to a coherent public realm, streetscape and wider cityscape. It should incorporate the highest quality materials and design appropriate to its context.

- 7.51 In accordance with national and regional policy, the Core Strategy and the Development Management Local Plan also set out policies to ensure design is a fundamental consideration in all planning decisions. Core Strategy Policy 15 (High quality design for Lewisham) states that for all development, the Council will ensure the highest quality design and the protection or enhancement of the historic and natural environment, which is sustainable, accessible to all, optimises the potential of sites and is sensitive to the local context and responds to local character. Development Management Local Plan Policy 30 (Urban design and local character) adds more detail and states that as well as requiring all development proposals to attain a high standard of design, planning applications should demonstrate how the development achieves a site specific design response.
- 7.52 The proposal has gone through an extensive pre-application process, which included several design workshops and review by Design Review Panel to embed quality in the scheme and to ensure that it is delivered. Through this process the Applicant's Design Team have addressed many of the original concerns for the scheme and thus the application is viewed favourably in both urban design and architectural terms. Officers are now satisfied with the proposal subject to detailed elements being secured by the conditions recommended in this report.

Layout

- 7.53 The proposal would have an 'L' shaped layout with the buildings stepping down towards the rear of the site. This arrangement reflects the layout originally envisaged as part of the Cannon Wharf masterplan and is broadly in accordance with the indicative building shown on the planning application drawings of the adjacent 7-17 Yeoman Street development (ref. DC/11/77408).
- 7.54 Some concerns were raised within the LDRP Report of 20 July 2016 with regards to the proposed ground floor layout. The Panel agreed with the applicant's team that the cycle stores, re-cycling and refuse could be re-sited, potentially in one or more separate pavilion structures toward the north of the site.
- 7.55 The proposal is considered to have adequately responded to the DRPs other concerns over the ground floor layout and it is considered that it now has quality, generous, visible and overlooked main entrances, and where appropriate residential accommodation. To heighten compliance with Standard 8 of the London Plan Housing Supplementary Guidance and Part 5(h) of Local Plan Policy DM 30, plans have been submitted optimising the presence of doors and windows fronting the proposed landscaping area to the north. This would enhance legibility, the level of activity and visual interest and the level of passive surveillance. Any left-over pockets of space have been designed into landscaped spaces and amenity areas.
- 7.56 As such, the proposed layout successfully integrates the proposals with the wider strategic site as well as existing street pattern whilst providing clear and legible pedestrian routes benefiting from a high degree of natural surveillance.

Height and Massing

- 7.57 The proposal ranges from 8 storeys fronting Yeoman Street, stepping down to 7, 6 and 5 storeys to the rear of the site. This negotiation of height is a direct response to the surrounding context. The built form in the eastern area has been restricted in height to respect the 6 storey Norlem Court, whilst a higher element has been located along Yeoman Street to match the surrounding context and fill the gap within the street scene between the

Cannon Wharf Business Centre and Leeward Court, which are 8 and 5 storeys in height respectively.

- 7.58 Following the Design Review Panel the design has been further refined to provide a visual “break” between front and rear buildings when seen from Yeoman Street. The resulting building expression breaks the massing into 3 elements.
- 7.59 Officers consider that the height of the new buildings would relate favourably to the surrounding massing, respecting the general change in existing massing from west to east and ensure the street frontage along Yeoman Street is seen as the primary frontage.
- 7.60 The Townscape and Visual Appraisal (TVA) prepared by Nathaniel Lichfield & Partners and the Design and Access Statement submitted include a series of verified views, computer generated images and photos of the physical model showing the proposal in aerial views as well as from Yeoman Street, Plough Way and from within the scheme itself. The views show that the proposals would not appear out of context against the scale of buildings in the immediate area and would have no discernible effect on the identified Strategic View 5: the London Panorama from Greenwich Park, the panorama of the view from Blackheath Point (Strategic View 6) and the landmark Viewing Corridor of the protected vista to St. Paul’s Cathedral from Greenwich Park (view 5). This accords with Policy 17 of the Lewisham Core Strategy.
- 7.61 Overall, officers consider that the scale, massing and layout of the proposals would successfully respond to the existing built context, whilst making a positive contribution to the townscape of the area, local views and visual amenity.

Architecture, Materials and Elevational Detail

- 7.62 The principle design features reflect the architecture of the area and are a reflection of the surrounding proposed built form and detailing within it. The projecting balconies are designed as a feature adding texture to the elevations at key locations. Entrances have been made legible by creating double height surrounds highlighting their location.
- 7.63 The existing buildings in the surrounding area have also been used as a reference for choices of materials for the proposed development. The blocks use high quality brickwork with modern windows and balconies thereby combining a traditional materials palette with modern building standards and technologies.
- 7.64 A materials palette is indicated in the Design and Access Statement and consists of brown and dark brown brick with reveal reveal brick with a horizontal emphasis, Polyester Powder Coated (PPC) metal cladding for entrance canopies and balconies with a combination of bronze railings and perforated metal panels. The use of decorative brick in the form of recessed or patterned brick forms has been used to break elevations and highlight key features.
- 7.65 The predominant material within the surrounding area is brick, no one particular type of brick prevails, therefore subject to the exact specifications of the materials being secured by an appropriately worded condition the proposed materials are considered to complement the surrounding area.
- 7.66 The detailed bay studies would be added into the approved plans to ensure the quality of the architecture illustrated is delivered.

Public Realm and Landscaping

- 7.67 The proposed development would continue the established building lines along Yeoman Street. The landscape strategy for the site was designed to create a diverse and attractive

setting for the new development. It draws upon the London Garden Square typology and effectively creates separate garden spaces of different character.

- 7.68 The application proposes three defined amenity spaces of varied character as part of the landscape masterplan. These character zones are as follows: 'the great lawn', 'communal gardens' and 'family square'. The landscape proposals also comprise the provision of biodiverse living roofs and sedum blanket systems covering 34% and 29% of the roofs respectively, together with planting of new trees.
- 7.69 A variety of surface materials would define the various functions of the landscape spaces whilst reinforcing the hierarchy of pedestrian pathways and define areas of shared vehicular/pedestrian use or areas restricted to pedestrian use only.

Designing out Crime

- 7.70 In accordance with London Plan Policy 7.3 and Core Strategy Policy 15 the Council will ensure design acts to reduce crime and the fear of crime.
- 7.71 The layout and design of the development means that the access route and public open spaces within the site would be overlooked by both ground floor commercial units and the residential units on the upper floors, thus providing natural surveillance. There would be no obvious through route through the site. The proposed layout and design raises no significant concerns in terms of crime and the fear of crime.
- 7.72 A number of units would have individual access onto the access route, and these would have defensible space in the form of hedged terraces to give privacy. All landscape areas are lit to a high standard and the trees would have a minimum of 2m to underside of canopy to afford surveillance below. The cycle parking storage provision is considered to be safe and secure.
- 7.73 In response to the objections raised on the grounds of the service pavilion compromising the security of the balconies located to the rear of Leeward Court, 7-17 Yeoman Street, the Metropolitan Police Crime Prevention officer has recommended moving the outbuilding away from the boundary line as well as making it more difficult to climb onto through the use of anti-climb measures such as placing 400mm of trellis around the roof edge. The proposal has been revised in accordance with this recommendation and officers are satisfied that these revisions adequately address the concerns raised.
- 7.74 The scheme would be required to install an access control system for each block along with secure residential foyers/secure access to lifts/stairs, including CCTV where appropriate. These items will be secured within the Secure by design condition.
- 7.75 In accordance with comments made by the Designing out Crime officer the proposals are considered to be acceptable, subject to conditions to secure compliance with the principles of Secured by Design and the provision of a Crime Prevention Strategy.

Summary

- 7.76 Overall, the proposed public realm is designed to be accessible, safe and flexible. Further, it is considered that the type, location and size of private and communal amenity spaces provided for the residential units is acceptable for a development of this nature and density. Combined with the layout and planning of the dwellings it is considered that the proposed development would provide a high quality of residential amenity.

d) Housing: Standard of Accommodation

- 7.77 In March 2015 the Government published the 'Technical Housing Standards- Nationally Described Space Standard', to rationalise the varying space standards used by local authorities.
- 7.78 London Plan Policy 3.5 and Table 3.3 set out minimum space standards which all proposed dwellings are expected to meet or exceed. Development Management Policy DM32 and Core Strategy Policy 15 also seek to protect and improve the character and amenities of residential areas in the Borough.
- 7.79 All units in the proposed scheme would meet or exceed the space standards set by Policy 3.5 of the London Plan, the National Technical Standards and Policy DM32 of the Development Management Local Plan.
- 7.80 DM Policy 32 states that there will be a presumption against single aspect units in new housing development, including conversions. Any single aspect dwellings provided will require a detailed justification and demonstration that adequate lighting and ventilation can be achieved. North facing single aspect flats will not be supported.
- 7.81 The layout of the site and breaking down of the building masses achieves an appropriate built form that allows light to penetrate into the site. The Daylight and Sunlight report submitted in support of the application shows that habitable rooms within the proposed development would generally receive adequate levels of natural light. This is due to the orientation of the flats and proposed position of windows.

Daylight

- 7.82 The results of the Average Daylight Factor (ADF)¹ assessment demonstrate that 159 of the 202 habitable rooms (79%) assessed meet the relevant criteria. The results show that 18 rooms would experience marginal shortfalls from the suggested targets with the absolute ADF levels being within 0.3% ADF of the suggested target levels. The scheme is situated within an urban environment and such localised deviations from the suggested targets are not unusual and are unlikely to be noticeable.
- 7.83 Of the remaining rooms, 18 are situated beneath external balconies. There is therefore a direct trade-off between the amenity provided by the balconies required under the London Housing Design Guide and the lower potential for daylight to these spaces. The Building Research Establishment (BRE) guidance recognises this trade-off between factors influencing site design and flexibility is both appropriate, and usual, when considering amenity to such flatted units.
- 7.84 The 7 remaining rooms are primarily bedrooms and kitchens without space for a dining table. The BRE guidelines provides that bedrooms have a lower requirement for sky visibility as they are generally occupied at night time. In addition, all 3 kitchens are linked to a main living area exceeding the suggested targets which again complies with the BRE guidance that smaller 'non-habitable' kitchens should be linked to well-lit living space.
- 7.85 As such, given the urban context of the proposals, the high level (approximately 80%) of overall compliance and the trade-offs between design factors such as the provision of balconies the internal amenity results are considered to be appropriate and in line with the overall intentions of the BRE criteria.

Sunlight

¹ BRE guidelines suggest that kitchens should ideally receive an ADF of 2, Living rooms 1.5 and bedrooms 1.

- 7.86 In order to ascertain the levels of sunlight which would be enjoyed within the scheme, all living room windows within 90 degrees of due south have been assessed for Annual Probable Sunlight Hours (APSH), as recommended in the BRE guidance.
- 7.87 The APSH analysis shows that, of the 41 main living having primary windows within 90 degrees of due south, 26 achieve sunlight exceeding the BRE targets. In all of those cases that see levels below the targets the windows are situated below external balconies which limit sunlight penetration.
- 7.88 As noted above, these rooms benefit from amenity space and as such, there is a direct trade-off with lower sunlight potential to the windows beneath. Whilst APSH levels to windows drop below the BRE targets, the benefits of the external amenity provision should be weighed against this and the balcony areas themselves would receive acceptable levels of sunlight. Again, such trade-offs are not uncommon for an urban development and the balance is considered appropriate given the overall quality of the accommodation.

Outlook

- 7.89 In terms of outlook, the layout of the buildings and flats means that windows serving habitable rooms would generally not be enclosed by adjacent parts of the proposed development. Of 72 units, 19 would be single aspect which equates to 26% of the total provision, however, none of the single aspect units proposed would be north facing. All of the single aspect units would be 1 bedroom flats and would have good daylighting conditions. Therefore, on balance, given the constrained nature of the site officers accept that the proposed internal layout of the dwellings has been optimised and no objections are raised in this regard.

Privacy

- 7.90 With regard to privacy the proposals have been designed to ensure privacy to all flats with directly facing windows having a minimum separation of 18m. The junction between the front and the rear blocks has windows at 90 degrees to each other, which is typical of residential urban developments.
- 7.91 Notwithstanding these distances, officers are satisfied that the design ensures only minimal and oblique views into corners of the neighbouring rooms would be afforded.
- 7.92 Defensible spaces and privacy buffers in the form of planting beds would be created at ground floor level to provide separation between the windows and private terraces and shared amenity spaces. This is considered necessary to ensure that the privacy of the future occupiers of these units would be adequately protected and would be secured via condition.

Amenity and Play Space

- 7.93 In accordance with the standards set out in the Mayor's Housing SPG (4.10.1 – 4.10.3), provision for amenity space is required as part of the proposed development. The proposals should also consider provision for communal residential amenity and on-site children's play space where appropriate.
- 7.94 London Plan Policy 3.6 requires development proposals that include housing to make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. The GLA benchmark provision is 10m² per child to be provided on site.
- 7.95 All units would have access to private amenity space that would meet or exceed the Mayor's Housing SPG requirement of a minimum of 5 sqm of private outdoor space for

each 1-2 person dwellings and an extra 1 sqm for each additional occupant. These would include the provision of private terraces and balconies.

- 7.96 Using the methodology within the Mayor’s Play and Informal Recreation SPG, approximately 21 children are predicted to live in the development. This gives rise to a total child playspace requirement of 212.4sqm. The table below shows breakdown of GLA children’s play space requirements for the development.

Age	Number of children	%	GLA’s Children’s Play Space Requirements (sqm)
Under 5	10	48	101.9
5 – 11	7	33	70.0
12+	4	20	42.4
Total	21	100	212.4

- 7.97 Owing to the layout, the site area comprises 795sqm of designated amenity space. Formal playspace would be provided in the north-eastern part of the site as well as within ‘the great lawn’ green amenity space. Across the development, approximately 104sqm would be allocated for toddler play space, 145sqm for for children over the age of 5 and 46sqm for the remaining age group (12+). The figure below shows the allocation of the play spaces within the proposed development.

- 7.98 It is considered that the proposed provision of shared amenity spaces within the development would be of sufficient capacity to meet the needs of the future occupiers. It is also noted that there is a provision of formal playspace in close proximity to the site within Marine Wharf West development. Children would therefore be sufficiently catered for in terms of the local play space provision. The play areas would include grass mounds, rolling lawns, climbing walls and stepping stones that encourage intuitive play. The detailed treatment of the play space would be secured by condition.

- 7.99 The overshadowing assessment shows that with the proposal in place over 50% of the main amenity space would experience at least 2 hours of sunlight on the 21st of March. As such, this area is fully compliant with the BRE criteria. The graduated study demonstrates that a much larger part of this space achieves close to 2 hours of direct sunlight on this date and, as such, would provide valuable amenity throughout the year. Whilst the internal courtyard area would receive little direct sunlight during the winter and spring months, which would limit the amenity benefits of this space at this time of year, the area provides circulation between the units and, being smaller in size, is expected to be used more transiently than the larger garden space.

- 7.100 To this end, it is considered that the type, location and size of private and communal amenity space provided for the residential units is acceptable for a development of this nature and density. Combined with the layout and internal amenity of the dwellings it is considered that the proposed development would provide a high quality of accommodation. As such, the proposals are in accordance with policy guidance and no objections are raised in this regard.

Noise

- 7.101 A noise assessment has been produced by Grant Acoustics demonstrating that subject to appropriate mitigation measures including enhanced glazing and standard ventilation for some habitable rooms, with standard glazing for the majority of the site the internal noise levels would be acceptable across the development.

- 7.102 External amenity noise levels are typically predicted to fall within the recommended criterion of 55dB(A) for amenity areas. Whilst the plots with private amenity facing Yeoman Street, may just exceed the criterion by up to 2dB(A), it is noted that there is communal amenity space to the rear of the development that provides a quieter alternative for these

residents. Based on the location and context of the site, it is recognised within the guidance that the noise criterion of 55dB(A) may not always be met in urban environments.

- 7.103 Officers acknowledge that in higher noise areas, such as city centres or urban areas adjoining strategic transport network development should be designed to achieve the lowest practicable levels, but should not be prohibited. In this instance officers consider that the excess of 2dB(A) is not significant and given the alternative communal amenity provided no objections are raised in this regard.

Accessibility

- 7.104 Development Management Policy DM32 states that the Council will require new build housing to be designed to ensure that internal layout and external design features provide housing that is accessible to all intended users.
- 7.105 Core Strategy Policy 1 states that all new housing should be built to Lifetime Homes standards. The new National Technical Standards replace Lifetime Homes with 'optional' Building Regulations on access. Policy 3.8 of the London Plan makes clear that ninety percent of new housing should meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' (broadly equivalent to Lifetime Homes) and ten per cent of new housing should meet Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users.
- 7.106 During the pre-application consultation, the Council recommended that wheelchair units are removed from the scheme. This exceptional approach has been agreed to reflect the site's highly constrained nature, which demands a flexible approach to development addressing design, residential amenity and highway safety grounds. Officers are mindful that elsewhere in the Plough Way Strategic Site there is an oversupply of wheelchair homes which have subsequently been adapted to mobility impaired units as a lack of demand was demonstrated. In light of this and following an agreement with the Applicants to pay a financial contribution which could be used to fit out existing units elsewhere in the borough, this was considered to be a more pragmatic approach to providing useable wheelchair compliant units.
- 7.107 It is also noted the removal of car parking from the proposal would facilitate significant improvements to the landscaped amenity areas surrounding the building and enhance the outlook for future residents and surrounding residential properties. It would also create an improved site layout, higher quality of design and a safer, car free environment for future residents.
- 7.108 Notwithstanding the above, the scheme would provide 100% Part M4(2) compliant accommodation, ie. 'accessible and adaptable dwellings'. Additionally, a financial contribution would be made in lieu of on-site wheelchair units in accordance with the Council's Planning Obligations SPD.

d) Housing: Neighbouring Amenity

- 7.109 Policy 7.6 of the London Plan states that buildings should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. Policy 7.15 aims at the reduction and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes.
- 7.110 Development Management Policy 32 requires the siting and layout of all new-build housing to respond positively to the site specific constraints and opportunities, as well as being attractive, neighbourly, provide a satisfactory level of outlook and natural lighting for both future and existing residents and meet the functional needs of future

residents. Development Management Policy 26 deals with noise and vibration and requires a Noise and Vibration Assessment for new noise sensitive development, where appropriate, to identify issues and attenuation measures, prepared by a qualified acoustician.

- 7.111 An assessment of the impact of the proposals on the amenities of neighbouring occupiers is set out below.

Privacy/Outlook

- 7.112 The possible implications on amenity by way of overlooking and sense of enclosure have been addressed in the design of the proposals. The position of the building would ensure appropriate separation distances between the new building and neighbouring properties, while the orientation of balconies and the unit layouts would limit overlooking and avoid infringing on privacy.
- 7.113 Directly facing residential windows would have a minimum of 18m separation distances as recommended in the London Plan SPG and this resulting spatial relationship would be typical to many urban locations in the borough. As such it is considered sufficient to ensure that the privacy and outlook in the existing neighbouring properties would not be unduly affected.
- 7.114 There are instances where the proposed blocks are situated closer to surrounding properties, however, in these situations the viewing angle is oblique and would not be considered to give rise to an overlooking issue.
- 7.115 The proposed pavilion building given its location and height is considered a significant amenity improvement relative to the existing condition.
- 7.116 As such, the proposals are considered to satisfactorily respond to the constraints of the site without creating an undue sense of enclosure or resulting in any material harm to the levels of privacy currently enjoyed by the existing occupiers

Daylight and Sunlight

- 7.117 The Daylight and Sunlight report prepared by EB7 submitted in support of the application assesses the impact the proposed development may have on the existing properties surrounding the site including Mandara Place, Norlem Court, Sirius House, Iceland Wharf and Leeward Court.

Mandara Place

- 7.118 The results of the Vertical Sky Component (VSC)² assessment have shown that 45 of the 53 windows retain at least 0.8 times their former value and, as such, they are fully compliant with the BRE criteria. Of the 8 windows that fall below the targets, 7 are recessed from the main façade as they have an inset balcony. The results of the VSC assessment with balconies omitted have shown that 5 of the 7 windows recessed from the main façade fully comply with the BRE criteria. The 2 other windows only marginally fall below the target, retaining 0.7 times its former target. The window not recessed into the façade, also marginally falls below the target, retaining 0.7 times its former VSC

² The VSC method measures the amount of sky that can be seen from the centre of an existing window and compares it to the amount of sky that would still be capable of being seen from that same position following the erection of a new building. The measurements assess the amount of sky that can be seen converting it into a percentage. An unobstructed window will achieve a maximum level of 40%. The BRE guide advises that a good level of daylight is considered to be at least 27%. Any reduction below this level should be kept to a minimum. If the VSC, with the new development in place, is both less than 27% and less than 0.8 times (20%) its former value, occupants of the existing building may notice a perceptible difference in lighting levels.

value. However, the room that this window serves is also served by an additional window that exceeds the daylight targets and thus mitigates any reduction to this room.

- 7.119 Overall, Mandara Place retains a high level of compliance with the targets. The small number of deviations are relatively minor and as a direct result of windows being set under balconies. Retained daylight levels to this property are considered to be appropriate given the developing urban context and thus fully in line with the BRE targets.
- 7.120 With regard to sunlight, none of the windows within this property that face the proposal are orientated within 90 degrees of due south. They are therefore not relevant for Annual Probable Sunlight Hours (APSH) assessment under the BRE guidance.

Norleem Court

- 7.121 The results of the VSC assessment have shown that 18 of the 23 windows retain at least 0.8 times their former value and, as such, they are fully compliant with the BRE criteria. Of the 5 windows that fall below VSC targets, 3 relate to rooms served by multiple windows such that the room overall achieves good daylighting levels. Furthermore, the rooms that these windows serve exceed the BRE targets under the No-Sky Line Contour (NSC)³ assessment, which calculates the amount of daylight within the room as a whole, rather than to each individual window. These rooms therefore comply with the BRE guidance. The remaining 2 windows serve bedrooms which have a lower requirement for daylight. The retained Average Daylight Factor (ADF) would meet the 1.0% target for bedroom use.
- 7.122 Overall, the high level of compliance under both the VSC and NSC assessments are considered to be appropriate given the developing urban context and are thus in line with the BRE targets.
- 7.123 With regard to the APSH sunlight assessment all windows within 90 degrees of due south show full compliance with the recommendations of the BRE guidance.

Sirius House

- 7.124 The results of the VSC assessment show that all windows assessed retain at least 0.8 times their former value and, as such, they are fully compliant with the BRE criteria.
- 7.125 None of the windows within this property that face the proposal are orientated within 90 degrees of due south. They are therefore not relevant for APSH assessment under the BRE guidance.

Iceland Wharf

- 7.126 The results of the VSC assessment show that all windows assessed retain at least 0.8 times their former value and, as such, they are fully compliant with the BRE criteria.
- 7.127 All windows within 90 degrees of due south show full compliance with the recommendations of the BRE guidance in regard to sunlight.

Leeward Court

- 7.128 The results of the VSC assessment show that 46 of the 55 windows retain at least 0.8 times their former value and, as such, they are fully compliant with the BRE criteria. Of the 9 windows that fall below the targets, 3 serve rooms that are served by an additional window and experience minimal light loss under the NSC assessment. As the results

³ The NSC method describes the distribution of daylight within rooms by calculating the area of the 'working plane' which can receive a direct view of the sky and hence 'sky light'. The working plane height is set at 850mm above floor level within a residential property.

indicate high retained diffused light levels with the room, the proposal should be considered compliant with the BRE targets.

- 7.129 The other rooms affected are bedrooms which have both a lower requirement for daylighting and all retain ADF levels close to or exceeding the 1.0% target for bedroom use.
- 7.130 All windows that are relevant for assessment show full compliance with the recommendations of the BRE guidance in regard to sunlight.
- 7.131 In the light of the above, the results demonstrate that the development would have little effect on the neighbouring dwellings in terms of daylight and sunlight. There are minor deviations below the primary VSC targets affecting a small number of rooms to Mandara Place, Norlem Court and Leeward Court however these affect only localised windows.
- 7.132 Officers recognise that where a development is proposed on a relatively undeveloped site and where the surrounding occupants have been benefitting from a high degree of daylight enjoyment, a larger percentage change in daylight to neighbouring properties is inevitable. It is also acknowledged, that a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings, and it is noted here that the proposed development is similar to the height and proportions of the adjoining properties. Finally, officers are mindful that the numerical guidelines should be interpreted flexibly, since natural lighting is only one of many factors in site layout design and in this instance, officers are of the opinion that the development design is acceptable.
- 7.133 As such, the projected impacts set out in the applicant's assessment show that the development would be in keeping and respectful of the flexibility intended within the BRE Guidelines and officers conclude that the proposal would not lead to significant harm in terms of the impact on daylighting conditions of the adjoining residential occupiers.

Noise

- 7.134 It is considered that by virtue of the proposed mix of uses, the scheme would not generate a noise disturbance for other existing units in the area over and above the level generated by the existing use.
- 7.135 With regard to the noise generated by the proposed substation, it is recommended that noise heard from outside from the proposed sub-station must not exceed 10dB(A) below the typical lowest background levels at the closest residential window within Leeward Court. Whilst the plant to be installed is not known at this stage, generic advice has been given for the likely mitigation with regards to noise and vibration. These mitigation measures will be secured via appropriately worded condition and may include the following:
- Sound insulated plant room.
 - Acoustic louvers on doors / openings.
 - Sound absorbing panels on walls.
 - Anti-vibration mountings should be used where necessary to reduce the effect of structure-borne noise.
 - Where ever possible plant should be located facing away from noise sensitive facades.
 - Transformers should be located centrally in the plant room and away from corners if possible to reduce reflected noise build-up.
 - Flexible connectors should be used to prevent transmission of noise vibrations from the enclosure.
 - The quietest and most suitable equipment suitable for the job.
- 7.136 Overall, with regard to the impact of the proposed building on the residential amenities of the surrounding occupiers, officers are satisfied that the proposal is of design, scale and layout that will not significantly harm the living conditions of neighbouring residents.

Transport and Highways

- 7.137 One of the 12 core land-use principles is that planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. Regarding the promotion of sustainable transport, the NPPF states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.
- 7.138 Policy 6.1 of the London Plan (2016) sets out the Mayor’s strategic approach to transport which aims to encourage the closer integration of transport and development. This is to be achieved by encouraging patterns and nodes of development that reduce the need to travel, especially by car; seeking to improve the capacity and accessibility of public transport, walking and cycling; supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and promoting walking by ensuring an improved urban realm.
- 7.139 Core Strategy Policy 14 (Sustainable Movement and Transport) states that there will be a managed and restrained approach to car parking provision to contribute to the objectives of traffic reduction while protecting the operational needs of major public facilities, essential economic development and the needs of people with disabilities. Car free status for new development can only be assured where on-street parking is managed so as to prevent parking demand being displaced from the development onto the street. The policy states that controlled parking zones may be implemented where appropriate and a network of high quality, connected and accessible walking and cycling routes across the borough will be maintained and improved including new connections throughout the Deptford New Cross area. Yeoman Street is not currently within a Controlled Parking Zone (CPZ), nor are the streets within the immediate vicinity.
- 7.140 Development Management Local Plan Policy 29 sets criteria for the acceptability of new car limited development, specifying that it will only be considered: in areas with a PTAL of 4 or higher or where this can be achieved through investment in transport infrastructure; where there’s no detrimental impact on the provision of on-street parking in the vicinity; no negative impact on the safety and suitability of access and servicing; protection of required publicly accessible or business use car parking; inclusion of car clubs, car pooling schemes, cycle clubs and cycle parking and storage; an equitable split of parking provision between private and affordable residential Development; and on-site accessible priority parking for disabled drivers. Additionally, all new development will need to ensure that an appropriate number of bays have an electric charging point installed and an appropriate level of passive provision, in line with London Plan Table 6.2 Parking Standards.
- 7.141 The proposed development would be ‘car-free’, with a financial contribution to Car Clubs and to fund a study into the implementation of a controlled parking zone within the vicinity of the site.

Trip Generation

- 7.142 A Transport Assessment (TA) submitted with the application presents the results of a multi-modal trip generation assessment for both the residential and commercial components of the development proposals. The total trip generation for each component of the scheme is shown in the table below:

Time	Trip Generation		
	Residential (72 dwellings)	Commercial (391sqm B1)	Total

	IN	OUT	IN	OUT	
AM (08.00-09.00)	7	30	10	2	49
PM (17.00-18.00)	22	10	2	10	44
Daily (07.00-19.00)	124	129	64	62	379

- 7.143 The residential component would have the potential to generate a total of 253 person trips over a typical weekday. Approximately 180 would be undertaken by public transport and 23 by the 'active' modes of walking and cycling. It is estimated that only 41 two-way vehicular movements would be generated over the course of a typical weekday. Additionally, only a very small number of private car movements (i.e. 6) would be generated in each of the peak hour periods.
- 7.144 In terms of the modal split the commercial component has the potential to generate 90 public transport trips (i.e. 59 by London Underground / DLR network, 8 by train and 23 by bus) over the course of a typical weekday. A further 11 would be undertaken by the 'active' modes of walking and cycling, with the remaining 20 trips being undertaken by private car movements.

Parking

- 7.145 There are currently no on-street parking controls in the local area and therefore future residents could park on local streets. Based on a survey of on-street parking in the vicinity of the site, the TA considers that the surrounding highway network has significant capacity both in the daytime and at night. It also concludes that this capacity takes into account the demand for on street spaces from committed developments. The TA also notes that there are car clubs within a walking distance of the site and these could take up some of the demand for access to a car. Given that there are already a total of 6 car club vehicles located in dedicated, on-street parking bays within short walking distance, a financial contribution equivalent to two years' membership of the local car club for each unit has been agreed.
- 7.146 It may be the case that the need for a CPZ is triggered despite the fact that future residents use car clubs and there is currently on-street parking capacity owing to the resulting further pressure on existing parking capacity. As such the applicant would be required by a s106 obligations to provide a contribution of £30,000 towards review of the need for, and implementation of, an enlarged CPZ in the area to manage overspill parking and to prevent future residents from being able to acquire permits within the future CPZ;
- 7.147 The applicant is also required to submit a detailed travel plan setting out a framework and strategy for encouraging sustainable transport choices by the occupiers of the new dwellings.

Cycle parking

- 7.148 Core Strategy Policy 14 and DM Policy 29 seeks to promote sustainable and efficient travel including improved facilities for cyclists.
- 7.149 Initially, the proposal included provision of 114 residential spaces accommodated within the main building or an external storage building, along with two Sheffield cycle stands positioned to the south of the site and accommodating 3 cycle spaces for the commercial unit.
- 7.150 TfL have requested that an additional 4 visitor spaces for the residential and commercial are added to the scheme. In response, 4 additional Sheffield cycle stands are proposed to be located in-between the trees in front of the entrance to Core A. The provision of 124 cycle parking spaces exceeds the London Plan requirements. Therefore, subject to confirmation of details of cycling parking facilities it is considered that provision for pedestrians and cyclists is acceptable.

Servicing

- 7.151 Three residential bin storage areas would be provided, each within 30m of flat entrances and within 15m of the bin collection point. Commercial refuse would be stored within the single storey pavilion building and would be collected by a private company. Refuse vehicles would be able to access the refuse collection point by reversing into the site from Yeoman Street and the landscaping has been design to accommodate this.
- 7.152 Whilst a refuse truck reversing into the site is not ideal, officers are mindful of the constrained nature of the site and that the scheme has been developed to ensure that there would be very limited reversing required within the site. The swept path analysis demonstrates that a large refuse truck can safely enter and exit the proposed development via the modified crossover in reverse gear, even if vehicles are parked along Yeoman Street.
- 7.153 An alternative option, which proposed a turning head within the site which would allow the refuse vehicles to access and turn on the site, was removed at the pre-application stage due to the significant impact it had on landscape, residential amenity and highway safety.
- 7.154 The proposed arrangement for refuse vehicles to reverse into the site meets the relevant British Standards and is considered an appropriate solution for the site.

Construction

- 7.155 Concern has been raised regarding disruption to local residents arising from the obstruction of Yeoman Street. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 7.156 In respect of construction traffic, the application is supported by a Construction Logistics Plan (CLP) which includes the Traffic Management Plan & Vehicle Route, which would ensure that Yeoman Street remains accessible for residents throughout the construction period. It states that construction deliveries would be scheduled to avoid peak hours.
- 7.157 A draft CLP also sets out procedures relating to demolition, working hours, traffic management, control of dust pollution etc, which are broadly in line with the Council's normal Code of Construction Practice.
- 7.158 A full Construction Management Plan is required by condition to enable the Council to secure mitigation to address the concerns raised, although it is inevitable that some disruption would occur during the demolition and construction phase.
- 7.159 In this case, it is considered that the impacts of the development, in combination with other committed schemes, can be adequately mitigated.

Ecology and Trees

- 7.160 Section 40 of the Natural Environment and Rural Communities Act 2006 places a duty on all public authorities in England and Wales to have regard, in the exercise of their functions, to the purpose of conserving biodiversity.
- 7.161 The NPPF at paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by:
- recognising the wider benefits of ecosystem services;
 - minimising impacts on biodiversity and providing net gains in biodiversity where possible,

- contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

- 7.162 Paragraph 111 adds that "Planning policies and decisions should encourage the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value", while Paragraph 113 states that "Local planning authorities should set criteria based policies against which proposals for any development on or affecting protected wildlife or geodiversity sites or landscape areas will be judged. Distinctions should be made between the hierarchy of international, national and locally designated sites so that protection is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks."
- 7.163 Paragraph 118 provides guidance to Local Authorities when determining planning applications which may impact on biodiversity. The principles of relevance to the present application are: if significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused; and opportunities to incorporate biodiversity in and around developments should be encouraged.
- 7.164 London Plan Policy 7.19 advises that "Development proposals should: a) wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity; b) prioritise assisting in achieving targets in biodiversity action plans (BAPs), set out in Table 7.3, and/ or improving access to nature in areas deficient in accessible wildlife sites; and c) not adversely affect the integrity of European sites and be resisted where they have significant adverse impact on European or nationally designated sites or on the population or conservation status of a protected species or a priority species or habitat identified in a UK, London or appropriate regional BAP or borough BAP.
- 7.165 London Plan Policy 7.21 advises that "Existing trees of value should be retained and any loss as the result of development should be replaced following the principle of 'right place, right tree'. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied species."
- 7.166 Core Strategy Policy 12 states that in "recognising the strategic importance of the natural environment and to help mitigate against climate change the Council will conserve nature" which will be achieved by "preserving or enhancing the local biodiversity and geological conservation interests in accordance with national and regional policy" as well as "promoting living roofs and walls in accordance with London Plan policy and Core Strategy Policy 8".
- 7.167 At the more detailed level, DMLP Policy 24 requires all new development to "take full account of biodiversity in development design, ensuring the delivery of benefits and minimising of potential impacts on biodiversity and geodiversity, while DMLP Policy 25 states that major development proposals should "retain existing trees for the most part and in the event of tree removal, replacement planting will normally be required. New and replacement tree planting must use an appropriate species that reflects the existing biodiversity in the borough."

Trees

- 7.168 Whilst there are few trees on the site, the Arboricultural Impact Assessment submitted with the application demonstrates that none of the existing trees within the site is significant in terms of individual merit or contribution to landscape and as such, this is unobjectionable. The planting of new trees, enhances the sustainability and biodiversity of the site, adding to the extant species diversity, contributing to green infrastructure.

- 7.169 The trees outside the site located along the boundaries, are also considered not to be significant in term of their individual merit or contribution to landscape and would all be retained with no intrusion within their root protection area. No pruning of these trees would be required to accommodate the proposed development. Shrubs along the western boundary are to be removed to accommodate the development, though these are all self seeded and of little merit.
- 7.170 As such, the proposed development is sufficiently remote from the retained trees that they can be protected during construction, which would be secured through condition, that there is no need for special construction measures, and that retained trees do not pose a detriment to living conditions once the development is occupied.

Ecology

- 7.171 There are no statutory or non-statutory nature conservation designations are present within or adjacent to the site, and none of the designations within the surrounding area likely to be adversely affected by the proposals.
- 7.172 The submitted Ecology Report produced by Aspect Ecology concludes that the site is of limited ecological value owing to its historic industrial use.
- 7.173 No specific records of bats from within or adjacent to the site were returned from the desktop study. The habitats within the site are unlikely to support protected species except for common species of nesting birds. Accordingly, mitigation measures have been proposed to avoid the risk of harm to birds and their nests. These measures are secured by condition.

Living Roofs

- 7.174 Core Strategy Policy 7 seeks to ensure each development implements the principles of avoidance, mitigation and adaptation to reduce Lewisham's CO2 emissions. This would be achieved through applying the London Plan policies relevant to climate change, including those related to living roofs.
- 7.175 DM24 states that new living roofs are required to include an extensive substrate base, except where it can be demonstrated that such a base is not feasible and achievable.
- 7.176 In accordance with Policy DM 24, the Council have confirmed during pre-application consultation that an extensive substrate base (depth between 80-150 mm) is required to accommodate a living (green) roof, where feasible.
- 7.177 Details of the proposed living roofs have been submitted, however, concerns were raised with regard to the indicative section provided. It is recommend that a condition is attached to this consent, should it be granted, requesting the provision of a plug planted and over-seeded biodiverse living roof on variable substrate 80-150mm on the rear block and a sedum roof laid on at least 80mm of settled substrate on the front block.
- 7.178 In summary, the site currently is considered to have negligible ecological value. proposals involve the planting of new trees and the provision of living roofs which would enhance the ecology value of the site. It is therefore considered that the proposal is in accordance with the relevant policies of the Development Plan.

Sustainability and Energy

- 7.179 Policy 5.2 of the London Plan requires developments to make the fullest contribution to the mitigation of and adaptation to climate change and meeting CO2 emission targets through a combination of using less energy ('Be lean') the efficient supply of energy ('Be clean') and using renewable energy sources ('Be green'). Policy 5.3 seeks to ensure that

developments meet the highest standards of sustainable design and construction. This approach is reflected in Core Strategy Policy 8 (CS8) (Sustainable design and construction and energy efficiency). The Council will expect all new development to reduce CO2 emissions through a combination of measures including maximising the opportunity of supplying energy efficiently (by prioritising decentralised energy generation for any existing or new developments) and meeting at least 20% of the total energy demand through on-site renewable energy.

- 7.180 In the case of strategic sites, the Core Strategy states (Strategic Site Allocation 1) that sites will need to make provision for decentralised energy networks and/or the use of SELCHP where appropriate.
- 7.181 Core Strategy Policy 8 also states that all new residential development (including mixed use) will be required to achieve a minimum of Level 4 standards in the Code for Sustainable Homes from 1 April 2011 and Level 6 from 1 April 2016, or any future national equivalent. Changes in national policy mean that the implementation of Code for Sustainable Homes standards is now regulated by Building Control. All non-residential space must be designed to BREEAM 'Excellent', compliance with which is required by condition.
- 7.182 The application is accompanied by an Energy Statement and Sustainability Statement produced by Low Energy Consultancy Ltd, which demonstrate how the proposed development would incorporate a range of sustainability measures that would reduce carbon dioxide and use of natural resources.
- 7.183 During the pre-application process, the Applicant advised that they were actively working to secure a connection to the district heating system and discussions are on-going with the relevant parties. However, at the time of submission, they have been unable to confirm the connection and the application scheme includes the provision for a Combined Heat Plant (shown on the ground floor). A condition is recommended to ensure that piping to the site boundary is provided in order to facilitate future connection.
- 7.184 The Energy Statement demonstrates that the proposed energy solution for the development follows and responds to the Be Lean, Be Clean, Be Green principles and includes various energy efficiency measures as well as low-carbon and renewable energy technologies. The development would significantly reduce CO2 emissions by incorporating a range of passive design, building fabric and energy efficiency measures.
- 7.185 The development would incorporate passive solar design measures. The buildings incorporate balconies which help to provide shading, minimising the possibility of overheating of the units. The proposed windows aim to maximise daylight and at the same time minimise overheating. The glazing specification would be selected to provide a balance of solar control and access to passive solar gain. Photovoltaic (PV) systems would also be provided to supply renewable energy for the development.
- 7.186 A total CO² emissions saving of 35.2% against the baseline emission of Building Regulations Part L 2013 levels would be achieved, meeting the 35% reduction required by the London Plan. A summary of the measures is outlined below.
- 7.187 Appropriate recycling facilities would be provided and the reuse and disposal of demolition and construction waste will be guided by a Site Waste Management Plan.
- 7.188 The site would be registered with the Considerate Constructors Scheme with the aim of achieving Best Practice standards, which would ensure that the site's impacts on the environment, the workforce and the general public are minimised.
- 7.189 Overall, the proposed redevelopment satisfies the high standards of sustainability as prescribed by the London Plan (2015) and London Borough of Lewisham planning policy, in

accordance with the Be Lean, Be Clean and Be Green hierarchy, emphasising passive design principles from the early design stages.

Other site specific considerations

Flood Risk and Drainage

- 7.190 Under London Plan Policy 5.12, development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated Technical Guidance on flood risk over the lifetime of the development and have regard to measures proposed in Thames Estuary 2100 (TE2100 – see paragraph 5.55) and Catchment Flood Management Plans.
- 7.191 London Plan Policy 5.13 states that development should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible in line with the following drainage hierarchy:
- store rainwater for later use;
 - use infiltration techniques, such as porous surfaces in non-clay areas;
 - attenuate rainwater in ponds or open water features for gradual release;
 - attenuate rainwater by storing in tanks or sealed water features for gradual release;
 - discharge rainwater direct to a watercourse;
 - discharge rainwater to a surface water sewer/drain; and,
 - discharge rainwater to the combined sewer.
- 7.192 The Environment Agency Flood Zone Map indicates that the site is located within Flood Zone 3a, and is located in an area benefiting from defences that protect the site to greater than the 0.1% annual probability (1 in 1000) year design standard.
- 7.193 The risk of flooding from fluvial, sewer and artificial sources are considered low. The risk of flooding from groundwater is subject to uncertainty as it is dependent upon the water table condition at any location for any given time. The risk of surface water flooding on the site is considered to be low with parts of medium and high adjacent to the site and any potential off-site impacts will be addressed through an effective surface water management strategy. According to modelling results within the SFRA, and those provided by the Environment Agency, the site is not considered to be at residual risk of flooding following a breach of flood defences.
- 7.194 A preliminary surface water drainage strategy has been developed by AECOM to ensure that the risk of surface flooding within the site is adequately managed, and that the development will not increase runoff from the site and increase surface water flood risk in the surrounding area. The existing site is currently made of impermeable surfaces and the site is drained at an unlimited discharge rate to the local Thames Water drainage network which promotes rapid runoff and contributes to surface water flood risk.
- 7.195 The proposal involves complete re-development of the current site to create a new mix-use development surrounded by a green space area and planted trees. These areas would contain a mixture of surfaces that, in comparison to the current impermeable tarmac, would slow the site's run-off and consequently contributing to the overall Sustainable Drainage System (SUDS).
- 7.196 A review of the hydrogeological information indicates that the proposed development site overlies a minor aquifer. This implies that there may be the presence of impermeable layers capable of supporting water supplies at a local rather than strategic scale.
- 7.197 The Flood Risk Assessment concludes that flood risk would not be increased following development, and the introduction of green spaces and permeable paving on site will improve the current 100% hardstanding area. The FRA does however identify a high risk

from surface water flooding. Surface and foul water are proposed to drain to the existing combined network.

- 7.198 The Environment Agency and Thames Water have been consulted and raised no objection to the application. It is proposed to add suitable conditions to ensure the development is implemented in accordance with the Flood Risk Assessment and that remediation strategy that deals with the risks associated with contamination is submitted and approved before any works commence on site.

Contamination

- 7.199 In accordance with Local Plan Policy DM 28, proposals should include an assessment of existing ground conditions and identify appropriate remedial measures for any contaminated land prior to development commencing. Card Geotechnics Ltd have undertaken phases of site investigation between December 2015 and June 2016. The findings indicate that the shallow soils (Made Ground and Alluvium) were impacted with hydrocarbons associated with former on and off site sources of contamination. Additionally, hydrocarbon compounds were identified within shallow groundwater aquifers.
- 7.200 The investigation and assessment undertaken indicated a medium risk to future site users based on the concentrations of contaminants recorded in soil and groundwater. In addition, there is considered to be a medium risk presented to construction workers. It is considered that identified potential risks to human health can be mitigated through:
- Clean soil capping layers in areas of communal soft landscaping;
 - Ground gas and vapour protection measures;
 - Provision of appropriate water supply pipes;
 - H&S controls during construction, including appropriate PPE, welfare provisions and dust/odour suppression; and
 - Watching brief and discovery strategy.
- 7.201 With regard to the controlled waters no remediation is considered to be required with respect to the Thanet Sand and Chalk aquifers on the basis of the isolated occurrence and relatively low concentrations recorded, particularly in the context of the conditions within the wider Chalk aquifer in this locality.
- 7.202 It is anticipated that the remediation would be undertaken through either excavation and off-site disposal, or by stabilisation (either in-situ or ex-situ), although this would be subject to a remediation options appraisal.
- 7.203 A draft contamination report was submitted to the Council and Environment Agency at pre-application stage and consultation is on-going regarding the identified risks and remediation options to be developed for the site.
- 7.204 The above measures would be secured by condition, along with those related to not previously identified contamination and risks to groundwater requested by the Environment Agency.

Air Quality

- 7.205 London Plan Policy 7.14 'Improving Air Quality' notes at a strategic level that "the Mayor recognises the importance of tackling air pollution and improving air quality to London's development and the health and well-being of its people."
- 7.206 Core Strategy Policy 7 'Climate change and adapting to the effects' states that the Council will adopt a partnership approach to implement the principles of 'avoidance, mitigation and adaptation' to reduce Lewisham's CO2 emissions. This will be achieved by, among other measures, "applying the London Plan policies relevant to climate change including those

related to: air quality, energy efficiency, sustainable design and construction, retrofitting, decentralised energy works, renewable energy, innovative energy technologies, overheating and cooling, urban greening, and living roofs and walls.”.

- 7.207 Development Management Local Plan Policy 23: Air quality states that “the Council will require all major developments that have the potential to impact on air quality to submit an Air Quality Impact Assessment (AQIA) considering the potential impacts of pollution from individual and cumulative development on the site and on neighbouring areas and detailing any appropriate mitigation measures that would reduce exposure to acceptable levels.
- 7.208 The application has been accompanied by an Air Quality Assessment prepared by MLM Consulting Engineers Limited. The report demonstrates that the development would give rise to a very minor increase in the annual mean NO₂ and PM₁₀ concentration at the selected existing sensitive receptors. This is mainly due to the small increase in traffic on the local roads and the emissions from the CHP and central boiler at the proposed development. The results show that the significance of the impact due to the operation of the proposed development in 2018 would be 'negligible' at all of the chosen existing receptor locations.
- 7.209 A qualitative assessment on the construction phase activities has also been carried out. The assessment demonstrates that the impact of emissions and dust soiling during construction of the proposed development would be 'not significant'.
- 7.210 An Air Quality Neutral Assessment was compiled to support the planning application for the proposed development. The assessment indicates that the total NO₂ and PM₁₀ emissions from both the road traffic vehicles and operational energy plant meet the respective benchmark values, therefore no further action is required to achieve Air Quality Neutral classification.
- 7.211 In order to mitigate potential operational phase air quality impacts, a Travel Plan would be submitted to encourage future residents to use alternative transport modes rather than private vehicles, with an aim to further reduce the number of traffic to be generated by the proposed development. The proposed development would be 'car-free', with all on-site car parking spaces, including disabled provision for both the residential and commercial components, being removed from the scheme.
- 7.212 The Council's Environmental Health Officer has raised no objections to the scheme.

Archaeology

- 7.213 In accordance with London Plan Policy 7.8 (Heritage assets and archaeology) and Local Plan Policy DM Policy 37 the Council will ensure that proper investigation and recording of archaeological remains takes place as part of the development process.
- 7.214 An archaeological desk-based assessment has been prepared, which concludes that due to the generally low archaeological potential of the site and the impact of previous development it is unlikely that the proposed development would have a significant archaeological impact.
- 7.215 Historic England confirmed that whilst the depot remains standing on site today, the structure is built above posts and the impact to below ground deposits during its construction may therefore be limited. Consequently, a condition requiring a two-stage process of archaeological investigation comprising: first, evaluation to clarify the nature and extent of surviving remains, followed, if necessary, by a full investigation would provide an acceptable safeguard.

Consideration of objections

- 7.216 Section 4 of this report outlines the consultation that has taken place and summarised the consultation responses. A number of objections raised by the consultation process were not easily addressed within the considerations above. These are considered below.

No provision for a pedestrian link through the site to Plough Way

- 7.217 The pedestrian link through the site from Yeoman Street to Plough Way was investigated at an early stage in the design process. Unfortunately, this route would require the use of third party land to the rear of the site and it is therefore not viable or deliverable. Notwithstanding this, it should be noted that a well-used pedestrian link between Yeoman Street and Plough Way already exists via Seafarer Way.
- 7.218 The significant land level differences between the rear of the site and Plough way (approx. 2.5m) also make any pedestrian link extremely difficult to achieve physically without impacting on the building footprint, landscaping proposals and amenity areas.

Interference with the communal TV aerial and satellite dishes signal

- 7.219 This area of Lewisham is served by TV Transmitters at Crystal Palace, Poplar and Alexander Palace. The Plough Way area has been subject to comprehensive regeneration recently, including a 20 and 23 storey tower at Cannon Wharf to the south of Leeward Court. Despite the significant height of these buildings, the applicant has confirmed that there are no known effects on the TV signal to surrounding properties. In terms of the impact on Leeward Court they consider that there is sufficient separation between the two buildings and, given there would only be a relatively marginal increase in building height when compared to other developments in Plough Way, there would be no impact.
- 7.220 Given that a building was planned to be located at 19 Yeoman Street and , the 7-17 Yeoman Street application (Ref: DC/11/77408) drawings show an indicative building on the application site in a similar form to that currently approved the communal tv and satellite systems should have been designated to accommodate any development on the application site.

The commercial unit is set up as one unit and similar to the minimum size standards a supermarket 'metro' would occupy

- 7.221 The commercial unit would be in Use Class B1 (Office). Change of use to a 'metro supermarket' which would be a retail use (A1) which requires planning permission. Any such planning application would be considered on its merits.

External Storage Building – accumulation of dust and rubbish, creation of odours and increased issues with vermin

- 7.222 The external storage building has been positioned further away from the boundary with Leeward Court and infilling the previously inaccessible triangular space. The refuse store would have louvered doors facing into the site and there would be no openings facing the boundary. Subject to regular refuse collections the residents at Leeward Court should not experience any noise, odour or vermin issues. A detailed maintenance and management plan is required as a part of the landscaping condition.

8.0 Financial Viability

Scheme Viability

- 8.1 A Financial Viability Assessment prepared by Fairview New Homes Ltd proposes 16.7% affordable housing by number of units.

- 8.2 In order to assess the overall viability of the proposed development and to inform details of the scheme that is to be delivered on the site the Council commissioned GL Hearn to undertake a development appraisal of the current application proposals.
- 8.3 The GL Hearn report provides their opinion on the key appraisal inputs such as land purchase costs, construction costs and residential sales values. Commentary is also provided on typical finance rates, marketing costs and other development costs as well as typical rates of return for the developer. A copy of GL Hearn's report is attached to this report at Appendix A.
- 8.4 In summary, GL Hearn confirmed that the scheme would generate a residual land value of £3,744,340, which would be £59,340 above the benchmark land value. However, this calculation was subject to final agreement being reached in respect of s.106 costs and confirmation of the CIL payment.
- 8.5 Subsequent negotiations of the s.106 agreement and CIL resulted in the increase in the in-lieu payment figure from £59,000 to £145,736.01. This payment will be taken for an off-site affordable housing within the Borough as part of the s.106 agreement.

Infrastructure

- 8.6 The proposed development would give rise to additional demands on existing social infrastructure such as schools and health services. Funding of the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of the Borough is now secured through Community Infrastructure Levy (CIL) payments. As required by the CIL Regulations 2010 the Council has identified a list of types of the infrastructure that would be funded in whole or in part through CIL. These include state education facilities, public health care facilities, strategic transport enhancements, publicly accessible open space, allotments and biodiversity, strategic flood management infrastructure, publicly owned leisure facilities and local community facilities. Borough CIL payments arising from the proposed development amount to around £369,271.38.
- 8.7 In addition, and where they meet the tests set out in the legislation, s.106 contributions may also be sought including site-specific highways and public transport related works needed to make the development acceptable in planning terms. Financial contributions necessary to mitigate the impact of the proposed development and make it acceptable in planning terms would be secured through the s.106 agreement.

9.0 Local finance considerations and community infrastructure levy

Introduction

- 9.1 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).

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

Community Infrastructure Levy

- 9.2 The proposed development will be liable for the Mayor of London's CIL and Borough CIL and these are therefore a material consideration. The Mayor of London's CIL is calculated

at £35/m2 (GIA) (irrespective of land use). The application site falls within Zone 1 of the Borough charging schedule with a levy of £100/m2 for Use Class C3. Based on the proposed mix and quantum of development a CIL payment (Mayoral & Borough) of approximately £529,748.99 would be due.

Planning Obligations

- 9.3 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.
- 9.4 The NPPF also sets out that planning obligations should only be secured when they meet the following three tests:
- (a) necessary to make the development acceptable
 - (b) directly related to the development; and
 - (c) fairly and reasonably related in scale and kind to the development
- 9.5 Regulation 122 of the Community Infrastructure Levy Regulations (April 2010) puts the above three tests on a statutory basis. A planning obligation cannot be a reason for granting planning permission, unless it satisfies the tests set out in Regulation 122.
- 9.6 The matters proposed for inclusion in the s.106 agreement comprise:
1. Housing:
 - Provision of a minimum of 12 affordable housing units comprising 12 affordable rent dwellings;
 - Financial contribution of 145,736.01 as a payment in-lieu for off-site affordable housing within the Borough;
 - Affordable unit mix as follows: 1 x 1bed,
 - Affordable Rent level to be: 1 bed – up to 80% of the market rent or Local Housing Allowance (LHA); 2 bed – up to 70-80% of the market rent or LHA; 3 bed – up to 65% of the market rent or LHA (with some being provided at 50%); 4 bed – up at 50%;
 - All affordable housing to be built with no discernible difference in quality of external appearance to private dwellings;
 - Affordable housing to be provided as per submitted plans;
 - Affordable housing review mechanism if the planning permission is not implemented within a year.
 2. Employment and Training:
 - Local Labour and Business strategy to be submitted, implemented and monitored;
 - Financial contribution towards employment and training of £174,590;
 - Specification for commercial fit-out;
 3. Transport:
 - Financial contribution of £30,000 towards the cost of consultation and implementation of a Controlled Parking Zone in the vicinity of the site;
 - Financial contribution of £50,000 towards the cost of improvements to Yeoman Street including:-
 - Improvement works to the footways and carriageway on Yeoman Street (the PERs Audit identified the footways as being substandard and the carriageway isn't suitable for cycling);

- Revisions to the existing waiting restrictions on Yeoman Street to facilitate refuse vehicle access to the site and to prevent vehicles parking on the Yeoman Street/Chilton Grove junction (as identified in the PERs Audit);
- New tactile paving and dropped kerbs on the Yeoman Street/Chilton Grove junction (as identified in the PERs Audit);
- Car club membership for 3 years for all first occupied residential units (arranged/paid, prior to first occupation of any unit) and exploration of feasibility to provide a car club space on the adjacent highway;
- Restriction on parking permit applications (including mechanism to secure implementation and notification of restriction to prospective occupiers);
- Travel Plan (including review and monitoring);

4. Design Quality

- Retention of same/equal calibre architect to produce all construction drawings or to oversee the detailed design in order to ensure the delivery of scheme quality;

5. Costs:

- Meeting the Council's legal, professional and monitoring costs associated with the drafting, finalising and monitoring of the Agreement.

9.7 As set out in the preceding sections of this report, the obligations outlined above are directly related to the development. They are considered to be fairly and reasonably related in scale and kind to the development and to be necessary and appropriate in order to secure policy objectives, to prescribe the nature of the development, to compensate for or offset likely adverse impacts of the development, to mitigate the proposed development's impact and make the development acceptable in planning terms. Officers are therefore satisfied the proposed obligations meet the three legal tests as set out in the Community Infrastructure Levy Regulations 2010.

10.0 Equalities Considerations

Introduction

- 10.1 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.
- 10.2 The protected characteristics under the Act are: Age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. 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.

Considerations

- 10.3 Equality issues have been duly considered as part of the assessment of this application. It is not considered that the application would have any direct or indirect impact on the protected characteristics.

11.0 Conclusions

- 11.1 This report has considered the proposals in the light of adopted development plan policies and other material considerations including information or representations relevant to the environmental effects of the proposals.

- 11.2 Officers consider that the analysis of the site and its context is based on an appropriate understanding of the constraints and opportunities within the wider Plough Way Strategic Site and the specific characteristics of the site.
- 11.3 It is considered that the scale of the development is acceptable, that the buildings have been designed to positively respond to the surrounding context and would significantly improve the existing site's environment.
- 11.4 The employment floor space provision is considered to have been optimised in the context of overall scheme viability. The scheme would also provide 12 affordable units, which represent the maximum viable proportion of affordable housing. Given the constraints of the site, the provision of 100% of the affordable units as affordable rent is considered acceptable.
- 11.4 The development would provide a high quality residential environment for all future occupiers, ensuring that levels of private and shared amenity space as well as play space accord with policy requirements. The scheme would comply with internal space requirements set out in the Government's Technical Housing Standards. All of the proposed units would achieve appropriate levels of privacy, outlook and daylight, and sunlight.
- 11.5 The impact of the development on existing residential amenity is acceptable in terms of outlook, sense of enclosure and privacy. However, given the existing nature of the site compared to the proposed development there are some minor impacts in terms of daylight and sunlight, although the reductions seen would still leave levels of daylight and sunlight that would be considered acceptable in an urban context.
- 11.6 The NPPF is underpinned by a presumption in favour of sustainable development. Officers consider that with the recommended planning conditions and obligations in place would deliver a scheme which accords with local and national policies.
- 11.7 The proposals are considered to accord with the development plan. Officers have also had regard to other material considerations, including guidance set out in adopted supplementary planning documents and in other policy and guidance documents and the responses from consultees, which lead to the conclusions that have been reached in this case. Such material considerations are not considered to outweigh a determination in accordance with the development plan. Accordingly, the application is recommended for approval.

12.0 RECOMMENDATION (A)

- 12.1 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:-

1. Housing:

- Provision of a minimum of 12 affordable housing units comprising 12 affordable rent dwellings;
- Financial contribution of 145,736.01 as a payment in-lieu for off-site affordable housing within the Borough;
- Affordable unit mix as follows: 1 x 1bed, 5 x two bed and 6 x three bed.
- Affordable Rent level to be: 1 bed – up to 80% of the market rent or Local Housing Allowance (LHA); 2 bed – up to 70-80% of the market rent or LHA; 3 bed – up to 65% of the market rent or LHA (with some being provided at 50%).

- All affordable housing to be built with no discernible difference in quality of external appearance to private dwellings;
- Affordable housing to be provided as per submitted plans;
- Affordable housing review mechanism if permission not implemented within a year.

2. Employment and Training:

- Local Labour and Business strategy to be submitted, implemented and monitored;
- Financial contribution towards employment and training of £174,590;
- Specification for commercial fit-out;

3. Transport:

- Financial contribution of £30,000 towards the cost of consultation and implementation of a Controlled Parking Zone in the vicinity of the site;
- Financial contribution of £50,000 towards the cost of improvements to Yeoman Street including:-
 - Improvement works to the footways and carriageway on Yeoman Street (the PERs Audit identified the footways as being substandard and the carriageway isn't suitable for cycling);
 - Revisions to the existing waiting restrictions on Yeoman Street to facilitate refuse vehicle access to the site and to prevent vehicles parking on the Yeoman Street/Chilton Grove junction (as identified in the PERs Audit);
 - New tactile paving and dropped kerbs on the Yeoman Street/Chilton Grove junction (as identified in the PERs Audit);
- Car club membership for 3 years for all first occupied residential units (arranged/paid, prior to first occupation of any unit) and exploration of feasibility to provide a car club space on the adjacent highway;
- Restriction on parking permit applications (including mechanism to secure implementation and notification of restriction to prospective occupiers);
- Travel Plan (including review and monitoring);

4. Design Quality

- Retention of same/equal calibre architect to produce all construction drawings or to oversee the detailed design in order to ensure the delivery of scheme quality;

5. Costs:

- Meeting the Council's legal, professional and monitoring costs associated with the drafting, finalising and monitoring of the Agreement.

13.0 RECOMMENDATION (B)

13.1 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 Full Planning Permission Time Limit

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

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

2 Develop in Accordance with Approved Plans

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

Plans:

D1000; D1100; D1700; FNH 420 120; FNH 424 121; D4000-00; D4101-02; D4102-02; D4103-02; D4104-02; D4105-02; D4106-02; D4107-02; D4500-01; D4501-01; D4700-01; D4701-01; D4702-01; D4703-01; D4704-01; 01 D4850-01; D4851-01; D4710-00;

D4100 Rev04 (received on 8th November);

D4110 Rev03; EXA_1623_110 RevA (received on 9th November);

EXA_1563_F_161111 received on 11th November;

Documents:

Affordable Housing Assessment (Fairview Homes); Air Quality Impact Assessment (MLM); Archaeological Report (CgMs); Crime Prevention/Safer Places Report (Fairview Homes); Construction Logistics Plan (Fairview Homes); Delivery and Servicing Plan (Metropolis Architects); Design and Access Statement (Metropolis Architects); Employment floorspace Report (JLL); Energy Assessment (Low Energy); Flood Risk Assessment (AECOM); Land Contamination Assessment (CGL); Landscaping Scheme (Exterior Architects); Noise and Vibration Assessment (Grant Acoustics); CGIs: Yeoman Street; Plough Way; Courtyard; Amenity Area (The Visualizer); Planning Statement (Fairview Homes); Draft Heads of Terms (Fairview Homes); Site Waste Management Plan (Fairview Homes); Statement of Community Engagement (Curtin&Co); Sustainability Statement (Low Energy); Townscape and Visual Assessment (NLP); Transport Assessment (Milestone); Travel Plan (Milestone); Living roofs (Fairview Homes).

Updated Ecological Appraisal (Aspect Ecology) received on 9th November;

Updated Transport Assessment (Milestone); Updated Daylight/Sunlight and Overshadowing Assessment (EB7) received on 23rd November;

Updated Arboricultural Assessment (Ian Keen Ltd) received on 24th November.

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 Archaeology Programme of Works

No demolition below ground level or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition below ground level or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition below ground level/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:

A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. this part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the stage 2 WSI.

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 Construction / Environmental Management

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.

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).

5 Construction Logistics Plan

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

- (a) Rationalise travel and traffic routes to and from the site.
- (b) Provide full details of the number 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).

6 Non Road Mobile Machinery

An inventory of all Non Road Mobile Machinery (NRMM) shall be kept on-site and registered on <http://nrmm.London/> showing the emission limits for all equipment and shall be made available to local authority offices if required. All NRMM of net power between 37kW and 560kW will be required to meet Stage IIIA of EU Directive 97/68/EC.

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 pollution and to comply with Policy 5.3 Sustainable design and construction and Policy 7.14 Improving air quality of the London Plan (2015).

7 Site Contamination

- (a) No development (including demolition of existing buildings and structures) shall commence until each of the following have been complied with:-

- (i) A desktop 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 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) 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. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved. 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 Piling Operations

- (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) 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) must be submitted to and approved in writing by the local planning authority in consultation with Thames Water and Environmental Agency prior to commencement of development on site.
- (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 protect the underground sewerage utility infrastructure in accordance with Core Strategy (2011) Policy 11 River and waterways network and Development Management Local Plan (November 2014) DM Policy 28 Contaminated land.

9 Flood Risk

The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) dated August 2016 by AECOM and the following mitigation measures detailed within the FRA:

- a) All residential space is located at least 300mm above the breach modelling extreme water level including climate change allowances

Reason: To reduce the risk of flooding to the proposed development and future occupants.

10 Protecting Residential Properties from Noise

There shall be no amplified sound, speech or music used in connection with the commercial premises hereby approved which is audible above background noise levels when measured outside the nearest residential property.

Reason: To safeguard the amenities of future residential occupiers and the surrounding area and to comply with DM Policy 26 Noise and vibration, and DM Policy 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014).

11 Soundproofing Mixed Use Buildings

- (a) The development shall include sound insulation against airborne noise in accordance with $D_{nT,w} + C_{tr}$ dB of not less than 55 for walls and / or ceilings separating the residential and non-residential uses.
- (b) The development shall only be occupied once the soundproofing works have been implemented in accordance with the approved details.
- (c) The soundproofing shall be retained permanently in accordance with the approved details.

Reason: In the interests of residential amenity and to comply with DM Policy 26 Noise and vibration, and DM Policy 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014).

12 Fixed Plant Noise Control

- (a) The rating level of the noise emitted from fixed plant and the electric substation (combined) on the site shall meet the criteria levels detailed in the submitted noise report.
- (b) No above ground 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: In the interests of residential amenity and to comply with DM Policy 26 Noise and vibration, and DM Policy 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014).

13 Solar PV System

Prior to the occupation of development details of the proposed solar PV system including roof plans and sections have been submitted to and approved in writing by the Local Planning Authority to show that the development will achieve a 35% reduction in carbon dioxide emissions in line with the approved Energy Strategy.

Reason: To comply with Policies 5.1 Climate change and mitigation, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.7 Renewable energy, 5.15 Water use and supplies in the London Plan (2015) and Core Strategy Policy 7 Climate change and adapting to the effects, Core Strategy Policy 8 Sustainable design and construction and energy efficiency (2011).

14 Energy Efficiency

- (a) The scheme hereby approved shall be constructed in accordance with the approved Energy Statement by Low Energy Consultancy Ltd in order to achieve the following requirements:
 - i) a minimum of 35% improvement in the Target Emission Rate (TER) over the 2013 Building Regulations Part L1A minimum requirement to accord with current (April 2015) GLA requirements for carbon reduction; and
 - ii) provide a whole house assessment of the efficiency of internal water fittings of a maximum of 105L per person per day.
- (b) Within 3 months of occupation of any of the residential units hereby approved, evidence (prepared by a suitably qualified assessor) shall be submitted to the Local Planning Authority and approved in writing to demonstrate full compliance with part (a) for each unit.

Reason: To comply with Policies 5.1 Climate change and mitigation, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.7 Renewable energy, 5.15 Water use and supplies in the London Plan (2015) and Core Strategy Policy 7 Climate change and adapting to the effects, Core Strategy Policy 8 Sustainable design and construction and energy efficiency (2011).

15 Overheating and Cooling

No above ground development shall commence until evidence of dynamic thermal modelling of overheating risk shall be submitted to, and approved in writing by, the local planning authority. The modelling shall demonstrate that the Chartered Institute of Building Services Engineers (CIBSE) TM52 overheating criteria are met using CIBSE TM49 weather files.

Reason: To ensure the scheme reduces overheating risk in accordance with London Plan Policy 5.9 (Overheating and Cooling).

16 BREEAM for Non-Residential Unit

- (a) The non-residential unit hereby approved shall achieve a minimum BREEAM rating of 'Excellent'.
- (b) No above ground works shall commence containing non-residential unit until a Design Stage certificate (prepared by a Building Research Establishment qualified Assessor) in respect of that unit has been submitted to and approved in writing by the local planning authority demonstrating compliance with part (a) of this condition.
- (c) Within 6 months of occupation of any non-residential unit, evidence shall be submitted to the local planning authority in the form of a Post Construction Certificate (prepared by a Building Research Establishment qualified Assessor) to demonstrate full compliance with part (a) of this condition in respect of that unit.

Reason: To comply with Policies 5.1 Climate change and mitigation, 5.2 Minimising carbon dioxide emissions, 5.3 Sustainable design and construction, 5.7 Renewable energy, 5.15 Water use and supplies in the London Plan (2015) and Core Strategy Policy 7 Climate change and adapting to the effects, Core Strategy Policy 8 Sustainable design and construction and energy efficiency (2011).

17 CHP Details

- (a) No above ground works shall commence until details of the proposed heat networks and Combined Heat and Power (CHP) system to all uses (residential and domestic) set out in the applicant's Energy Statement have been submitted to and approved in writing by the local planning authority.
- (b) The details shall include the commissioning of the networks and CHP system and details of the catalytic converter if required.
- (c) The networks and systems shall be provided in accordance with the approved details and maintained thereafter.

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).

18 District Heat Network

- (a) No development shall commence until written information, drawings and sections showing a scheme for the provision of 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).

19 Surface Water

- (a) No development (other than demolition) 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).

20 Architectural Details

Notwithstanding the details hereby approved, no above ground development shall commence until drawings at 1:10 scale (including sections) or at another scale agreed by the Local Planning Authority showing all external construction detailing of the development has been submitted to and approved by the Local Planning Authority in writing, unless otherwise agreed in writing by the Local Planning Authority. The drawings shall include details of:

- a) windows, cills, reveals and doors;
- b) wall vents;
- c) copings, parapets, soffits and upstands;
- d) roof structure;
- e) rain water goods (including adjacent wall details);
- f) balconies/terrace balustrades (including soffits and methods of drainage);
- g) canopies;
- h) lighting of landscaped spaces and buildings;
- i) screens, gates, boundary treatments and other means of enclosure;
- j) Shopfront; and
- k) PV panels.

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.

20 Materials and Design Quality

- (a) No above ground level works shall commence on site until a detailed schedule and an onsite sample board of all external materials and finishes for windows, reveals and soffits, external doors, roof coverings, entrance canopies, balconies and other site specific features to be used on the building has been reviewed and approved in writing by the local planning authority.
- (b) The scheme shall be carried out in full accordance with the approved details.

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

22 No Pipes

No external guttering, drainage downpipes or other conduits of any kind shall be attached to the external facades of the building other than those shown on the approved drawings.

Reason: To ensure an appropriate standard of design 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.

23 Satellite Dishes

Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking, re-enacting or modifying that Order), no satellite dishes shall be installed on the north and west elevations of the building.

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

24 Boundary Treatment

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

Reason: To ensure that the boundary treatment is of adequate design in the interests of visual and residential amenity and to comply with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

25 Details of Commercial Fit-Out for New Buildings

- (a) No above ground level works (with the exception of demolition) shall commence on site until plans (1:50) and details showing the physical fit out of commercial / non-

residential units hereby approved have been submitted to and approved in writing by the local planning authority.

- (b) The development shall be constructed in full accordance with the approved details.

Reason: To ensure that the fit-out of the units is sufficient to ensure that they are an attractive and commercially viable option and to demonstrate the developers commitment to delivering the commercial units as part of this development in accordance with Core Strategy Policy 5 Other employment locations (June 2011) and Development Management Local Plan (November 2014) DM Policy 11 Other Employment Locations.

26 Hard Landscaping Details

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

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

27 Soft Landscaping Details

- (a) A scheme of soft landscaping (including details of any trees and hedges and proposed plant numbers, species, location and size of trees and tree pits) and details of the management and maintenance of the landscaping for a period of five years shall be submitted to and approved in writing by the local planning authority prior to construction of the above ground works.
- (b) All planting, seeding or turfing shall be carried out in the first planting and seeding seasons following the completion of the development, in accordance with the approved scheme under part (a). Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

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

28 Living Roofs

- (a) Details of the living roofs laid out in accordance with the approved roof plan drawing (D4110 Rev03) including maintenance plan, shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The living roofs shall be:
- (i) plug planted and over-seeded biodiverse living roof on variable substrate 80-150mm on Block B; and
- (ii) sedums roof on at least 80mm of settled substrate on Block A

- (c) The living roofs shall be planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works.
- (d) 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. The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the local planning authority.
- (e) 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).

29 Tree Protection

No development shall commence on site until a Tree Protection Plan (TPP) has been submitted to and approved by the Council. The TPP should follow the recommendations set out in BS 5837:2012 (Trees in relation to design, demolition and construction – Recommendations). The TPP should clearly indicate on a dimensioned plan superimposed on the building layout plan and in a written schedule details of the location and form of protective barriers to form a construction exclusion zone, the extent and type of ground protection measures, and any additional measures needed to protect vulnerable sections of trees and their root protection areas where construction activity cannot be fully or permanently excluded.

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

30 Ecology

- (a) Mitigation measures MM1 through to MM7 (MM1-7) the approved Ecological Appraisal by Aspect Ecology shall be undertaken and enhancements EE1 through to EE6 (EE1-6) shall be fully implemented and retained thereafter.
- (b) Evidence that the enhancements have been implemented 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).

31 External Lighting

- (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).

32 Designing out Crime

Prior to the first occupation of the development, a Crime Prevention Strategy including the principles and physical security requirements of Secured by Design shall be submitted to and approved in writing by the Local Planning Authority. The use shall thereafter be operated in accordance with the approved details, unless the written consent of the Local Planning Authority is received for any variation.

Reason: To ensure that the development maintains and enhances community safety and to comply with London Plan Policy 7.3 and Core Strategy Policy 15 (June 2011).

33 Play space

Notwithstanding details shown on the approved plans, no occupation of the development shall commence until full details of the children's play space provisions have been submitted to and approved in writing by the local planning authority and the development has been implemented in accordance with the approved details.

Reason: To ensure appropriate provision for children play on site. (Policy 3.6 of the London Plan 2015, Development Management Policy DM32 (November 2014) and Core Strategy Policy 15 (June 2011).

34 Delivery and Servicing Plan

- (a) The development shall not be occupied until a Delivery and Servicing Plan has been submitted to and approved in writing by the local planning authority.
- (b) The plan should include details of measures to rationalise the number and time of delivery and servicing trips to the site with the aim of reducing the impact of delivery and servicing activity.
- (c) The approved Delivery and Servicing Plan shall be implemented in full accordance with the approved details from the first occupation of the development and shall be adhered to in perpetuity.

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

35 Cycle Parking Provision

- (a) No part of the development shall be occupied until the full details of the cycle parking facilities have been submitted to and approved in writing by the local planning authority. Cycle parking facilities shall be in accordance with Policy 6.9 of the London Plan (2011).
- (b) All cycle parking spaces shall be provided and made available for use prior to occupation of the development and maintained thereafter.

Reason: In order to ensure adequate provision for cycle parking and to comply with Policy 14: Sustainable movement and transport of the Core Strategy (2011) and Policy 6.9 of the London Plan (2011).

36 Ease of Access

Notwithstanding the approved plans, details of measures used to ensure the vehicle route for refuse vehicles is kept clear of parking submitted to and approved in writing by the local planning authority. The approved measures shall be implemented prior to occupation of the development and maintained thereafter.

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

37 Refuse Storage and Management

- (a) No above ground level works shall commence on site until details of proposals for the storage and management of refuse and recycling facilities for each residential unit and commercial area hereby approved, have been submitted to and approved in writing by the local planning authority.
- (b) The facilities as approved under part (a) shall be provided in full prior to occupation of the development and shall thereafter be permanently retained and maintained.

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

Informatives

- 1 Positive and Proactive Statement: The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, positive discussions took place which resulted in further information being submitted.
- 2 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.
- 3 In relation to condition 3, Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 4 In relation to condition 5, Construction Logistics Plan should include the following information:- if any waiting restrictions are required to enable access to the site, details of delivery times, maximum number of construction vehicles per day, location of hoarding lines, if a banksman will be used at the site access point. The applicant is advised to follow guidance provided in Lewisham's Good Practice Guide in relation to the control of impacts from construction: <http://www.lewisham.gov.uk/myservices/environment/Pollution-information-for-developers-and-businesses/Documents/GoodPracticeGuide.pdf>
- 4 Further, in relation to condition 5, the developer shall cooperate with the Framework CLP that is being produced by the Council for the area as part of their successful Mayors Air Quality Funded bid.
- 5 The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the details of the piling method statement.

- 6 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.
- 7 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.
- 8 There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit thameswater.co.uk/buildover.
- 9 Please refer you to the Environment Agency guidance document 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention' (NGWCL Centre Project NC/99/73).
- 10 Information on flood resilience can be found on the following link http://www.planningportal.gov.uk/uploads/br/flood_performance.pdf.
- 11 The site to which the application relates falls within the zone of influence for the Thames Tideway Tunnel. Tideway requires assurance that there would be no likely adverse effect on the consented Thames Tideway Tunnel. Any development on this site must therefore be carried out under the direction of the attached Guide for Developers (link below). The Guide sets out the details of the safeguarded route for the proposed Thames Tideway Tunnel and implications for other developments.
<https://www.tideway.london/media/1934/guidelines-for-developers-and-local-planning-authorities.pdf> Piling or any other foundation design using penetrative methods should include measures to ensure that there is no adverse impact on the Thames Tideway Tunnel. Details for piling or foundation designs should be prepared in consultation with Thames Water (contact 0800 30 80 80, info@tideway.london).
- 12 Applicants should 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.
- 13 The applicant is advised that the London Living roof species list should be used as a guide for planting of the living roofs hereby approved.