

Committee	PLANNING COMMITTEE (B)	
Report Title	Garages behind, 41-55 Corona Road, London, SE12	
Ward	Grove Park	
Contributors	Joe Roberts	
Class	PART 1	Date: 25 May 2017

<u>Req. Nos.</u>	DC/16/095629
<u>Application dated</u>	23/02/2016
<u>Applicant</u>	Fraser Brown Mckenna Architects on behalf of L & Q Group.
<u>Proposal</u>	The redevelopment of the demolished garage site at the rear of 41-55 Corona Road SE12, to provide 2 three bedroom semi-detached houses, together with the provision of 4 cycle spaces and private amenity areas.
<u>Applicant's Plan Nos.</u>	821-P-0001-A, 821-P-0301, 821-P-0302, 821-P-1001-C, 821-P-1002-C, 821-P-1003-C, 821-P-2001-B, 821-P-2002-C, 821-P-2003-C, 821-P-2004-B, 821-P-9400 Received 3 <sup>rd</sup> March 2017.
<u>Background Papers</u>	(1) Case File LE/264/13/TP (2) Local Development Framework Documents (3) The London Plan
<u>Designation</u>	PTAL 1a PTAL 1b Local Open Space Deficiency Not in a Conservation Area Not a Listed Building Unclassified

## **1. Property/Site Description**

- 1.1. This application relates to a back land site, which previously contained private garages that have since been demolished. It is located to the rear of 41-55 Corona Road.
- 1.2. The north western part of the site shares a boundary with Numbers 44 to 50 Kingshurst Road. Number 57 Corona Road adjoins the eastern part of the site. The south eastern part of the site borders a block of flats numbered 29-55 Corona Road, which is currently owned by L and Q housing.
- 1.3. The site consisted of garages which were derelict and have now been demolished. The site is overgrown and unsightly.

- 1.4. Other than the entrance which provides a view into the site, the main part of the site is not visible from the public highway.
- 1.5. The site has a PTAL rating of 1b, which is considered poor. The site is not located in a conservation area, nor is it subject to an article 4 direction.

## **2. Relevant Planning History**

### Application Site

- 2.1. In 2011 prior notification was submitted for the demolition of the garages. The council raised no objection to the demolition of the garages
- 2.2. The garages were demolished by the owner, L and Q housing, due to their limited use, dereliction and the garages being used for anti-social purposes.
- 2.3. The applicant applied to the council for pre-application advice on .6<sup>th</sup> March 2015 for two x 4 bedroom houses or six x 2 bedroom flats at a height of three stories. The planning officers considered that flats within this location would be unacceptable and single dwelling houses could be acceptable subject to their impact on neighbouring amenity and provision of suitable accommodation.

## **3. Current Planning Application**

- 3.1. The redevelopment of the garages at the rear of 41-55 Corona Road SE12, to provide 2 three bedroom houses, together with the provision of 4 cycle spaces and private amenity areas.
- 3.2. Each of the two houses would be two storey in height with pitched roofs and would extend from east to west, as shown in Figure 1 below. The two houses would be connected which creates an L-shape on the eastern side and enables the provision of a small communal courtyard area. Both houses will be recessed at the first floor level towards the western boundary of the site leaving a small flat roofed area. The application has been revised so this area would not be accessible by residents.
- 3.3. A mix of materials is proposed for the elevational treatments of the proposed dwellings. London Stock brick is proposed for the main treatment together with timber panelling on the façade. Copper tone zinc cladding is proposed for the pitched roofs.



Figure 1: Proposed layout plan

3.4. Internally the house along the northern boundary (Unit 1), would have a GIA of 98sqm with living room, bedroom and kitchen/dining room located on the ground floor. On the upper floor two bedrooms and a bathroom would be located. Unit 2 would have a GIA of 103 sqm and identical room layout.

3.5. Both properties would be afforded with private amenity space to the rear and a communal courtyard to the front. Soft landscaping would be provided to the front of each property.

#### **4. Consultation**

4.1. A site notice was displayed. Local neighbours and ward councillors have been notified. A total of 11 letters of objection were received from 6 separate residents and a petition signed by 5 residents.

4.2. The main points raised in the letters of objections are outlined below:

- Height, bulk and massing out of context with the area
- The location close to the boundary would increase overlooking into rear gardens
- Use of the flat roofs as terraces could further increase the overlooking into rear gardens
- The original 3m high boundary fence should be re-instated.
- Loss of off-street parking
- Impact on daylight/sunlight into neighbouring properties
- Loss of natural habitat located for wildlife in the area
- Loss of community amenity space
- Out of scale with the area.
- Unattractive, overbearing and out of character for the area

- Potential impact on the trees to neighbouring properties.

Officers consider the site to not be a community amenity space or a community use. Further to this, the due to the scale of the development (2 units) there is not a requirement to provide green or communal space such as the area to the front of the adjoining block of flats.

With regard to the loss of wildlife the area is almost completely covered in hardstanding and no evidence of protected species or other wildlife has been found on the site.

No trees are located on the site but concerns have been raised with regards to damage to trees surrounding the site. As the proposal is contained within the site, officers consider there to be low risk to the trees in surrounding properties.

### Internal Consultations

- 4.3. Highways and Environmental Sustainability have been consulted. Discussions took place regarding parking on site, however officers were satisfied that the existing arrangement is acceptable. Highways raised no objection to the scheme subject to securing the following conditions:
- Construction Method Statement.
  - Provide low level lighting to front.

### 4.4. Drop-in Session

- 4.5. Following objections from more than 10 residents and the grove park neighbourhood forum, in line with the council's Statement of Community Involvement (SCI) an informal drop in session was held on the evening of 20<sup>th</sup> February 2017.
- 4.6. 4 people who attended signed the register of attendance and highlights they opposed the proposed development.
- 4.7. During the session, a number of the concerns focused on the impacts of the proposed dwellings on the amenity of residents through overlooking and overbearing impact.
- 4.8. Following the drop-in session, a further response was received from a resident. A number of previously listed concerns were raised regarding overlooking and size and scale of the proposed development.

## 5. **Policy Context**

### Introduction

- 5.1. Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:-
- a) the provisions of the development plan, so far as material to the application,
  - b) any local finance considerations, so far as material to the application, and
  - c) any other material considerations.

A local finance consideration means:-

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

5.2. 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. The NPPF does not change the legal status of the development plan.

National Planning Policy Framework

5.3. 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)'.

5.4. 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.

Other National Guidance

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

London Plan (March 2015)

5.6. On 10 March 2015 the London Plan (consolidated with alterations since 2011) was adopted. The policies relevant to this application are:

- Policy 3.3 Increasing housing supply
- Policy 3.4 Optimising housing potential
- Policy 3.5 Quality and design of housing developments
- Policy 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 6.9 Cycling
- Policy 6.13 Parking
- Policy 7.4 Local character
- Policy 7.6 Architecture

London Plan Supplementary Planning Guidance (SPG)

5.7. The London Plan SPGs relevant to this application are:-  
Housing (2016)

## Sustainable Design and Construction (2006)

### Core Strategy

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

Spatial Policy 1	Lewisham Spatial Strategy
Spatial Policy 5	Areas of Stability and Managed Change
CS Policy 1	Housing provision, mix and affordability
CS Policy 8	Sustainable design and construction and energy efficiency
CS Policy 14	Sustainable Movement and Transport
CS Policy 15	High quality design for Lewisham

### Development Management Local Plan

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

DM Policy 1	Presumption in favour of sustainable development
DM Policy 22	Sustainable Design and Construction
DM Policy 25	Landscaping and Trees
DM Policy 29	Car parking
DM Policy 30	Urban design and local character
DM Policy 32	Housing design, layout and space standards
DM Policy 33	Development on infill sites, backland sites, back gardens and amenity areas

### Residential Standards Supplementary Planning Document (2012)

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

## **6. Planning Considerations**

- 6.1. The relevant planning considerations for this application are as follows:

- Principle of Development
- Design
- Standard of Accommodation
- Residential Amenity
- Highways and Traffic
- Sustainability

### Principle of Development

- 6.2. The site has no specific allocations under the up to date development plan and is currently derelict.
- 6.3. The National Planning Policy Framework through its core planning principles encourages the effective re-use and development of previously developed (brownfield) land. The NPPF also speak of the need for delivering a wide choice of high quality homes which meet identified local needs (in accordance with the evidence base) and widen opportunities for home ownership and create sustainable, inclusive and mixed communities.
- 6.4. Both the London Plan and Lewisham's Core Strategy promote the provision of a range of different tenured and sized new homes, with the Core Strategy specifically welcoming small scale infill development subject to the development complementing the character of the area.
- 6.5. DM Policy 33 Development on infill sites, backland sites, back gardens and amenity areas states that depending on the character of the area and the urban design function a space fulfils in the streetscene, some sites will not be considered suitable for development and planning permission will not be granted. The policy goes on to state that "if a site is considered suitable for development, planning permission will not be granted unless the proposed development is of the highest design, quality and relates successfully and is sensitive to the existing design quality of the streetscape.
- 6.6. The site has the characteristics of a backland site which are defined as "landlocked sites to the rear of street frontages not historically in garden use such as builders yards, small workshops, warehouses and garages. As such officers consider the site to be backland, in line with the definitions of the DMLP.
- 6.7. The policy justification for DM Policy 33 goes on to explain that for these sites to be suitable to come forward for development they must be sensitively designed and provide safe access. The site has the potential to overcome these issues. Firstly, as the site was previously used for garages it has an existing access arrangement which allows for the safe access into the site by motor vehicle and pedestrian. Further to this, the scale and design of the development is considered to contribute to the character of the streetscene by bringing back a derelict site, in line with the NPPF, which promotes the re-use of Brownfield/ previously developed land.
- 6.8. Whilst in this case the principle of developing upon such land may be acceptable, this would be subject to a range of criteria such as the site providing the following; a proper means of access, no significant loss of privacy or security of adjoining houses and the provision of appropriate amenity space. Each of these issues will be dealt with in the following sections.

### Design

- 6.9. Paragraphs 56-57 of NPPF state that *Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people and that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings etc.*

- 6.10. The relevant policy is guided by the London Plan, London Plan Housing SPG and the Development Management Local Plan as well as the Lewisham Council Housing SPD. Policy 3.4 of the London Plan 2015 sets the high level policy direction for this proposal. It states that boroughs should take into account local context and character, the design principles and public transport capacity; but that development should also optimise housing output for different types of location within the relevant density range.
- 6.11. DM Policy 30 requires all development proposals to attain a high standard of design where applications must demonstrate the required site specific design response to create a positive relationship to the existing surroundings, taking all available opportunities for enhancement.
- 6.12. DM Policy 32 sets Council's expectations for all residential development, where they are:
- a) *attractive and neighbourly*
  - b) *provide satisfactory level of privacy, outlook and natural lighting for both its future residents and neighbours; and*
  - c) *meet the functional requirements of future residents.*
- 6.13. DM Policy 33 paragraph 2 states that [even] if a site is considered to be suitable for development, permission will not be granted unless the proposed development is of the highest design quality and relates successfully and is sensitive to the existing design quality of the streetscape. This includes spaces between buildings and the size and proportion of the buildings.
- 6.14. Given the siting of the proposed development on a backland site, its visibility from the public realm would be limited. From Corona Road, the proposed development would be partially visible when looking down into the site entrance.
- 6.15. The proposed dwellings would be constructed up to two stories with pitched roofs. The height at the eaves would be 5.2m with a maximum height of 7m. The building would be located closer to the block of flats at 29-55 Corona Road, which is a two storey block with a pitched roof. The surrounding properties are characterised by their two storey height and pitched roofs. The proposed height, scale and design of the proposed dwellings are considered to be in keeping with the urban typology.
- 6.16. Objections were raised regarding the visual impact of the proposed dwellings. It is considered that the scale and design of the two storey building is in keeping with the surrounding two storey block of flats adjoining and the two storey dwellings to the north along Kingshurst Road. Furthermore, the existing garages and parking space is not considered to be visually attractive and the proposed building would be an improvement to the visual appeal of the area. As mentioned above, the NPPF supports the re-use of previously developed land subject to the highest quality of design.
- 6.17. There are a range of architectural styles within the immediate area. The scheme proposed would introduce a contemporary style of dwelling that is appropriate to the modern era. Fenestration would be inserted on all elevations creating high levels of visual interest and reducing the amount of blank frontages. While the development is of a different design to the surrounding properties it still appreciates the character of the area which allows it blend in, with the use of pitched roofs with similar eaves height of the neighbouring properties and the use of London stock brick. Overall the materiality and detailing of the proposed dwelling would be of a high quality and would be an attractive addition to the area.



- 6.18. On the southern elevation the application has been revised to locate to high level windows to create some visual interest and breaks up the large blank wall that was originally submitted.
- 6.19. Areas of soft landscaping have been provided in front of the properties within the communal courtyard. Not only does this break up the area of hardstanding to the front but it adds some form of defensible space. The area of hardstanding to the front in principle is acceptable subject to further details regarding permeability and design. As such both the details of the soft landscaping and hard landscaping can be secured by condition.
- 6.20. Many buildings within these urban forms, utilise a mixture and variety of materials with rendered elements. There is no dominant material in the area. However, the block of flats along Corona Road which is a significant part of the streetscene is constructed in yellow stock brick.
- 6.21. The proposed London stock brick is considered to be a suitable matching brick to the surrounding development, and the copper tone cladding and timber panelling on the façade are considered to be of a high quality and bring a contemporary feel to the dwelling.
- 6.22. Objections have been raised stating that a 3m high fence should be installed. Officers consider this to be excessive and could potentially impact the amenity space provided to the new dwellings. A 2.1m high fence is considered appropriate and further details of the boundary treatments can be secured by condition.
- 6.23. Overall the proposed materials are considered to be of a high quality to ensure the proposed buildings would be in keeping with the existing development and provide visual interest.
- 6.24. Details were listed in the Design and Access Statement, however a sample panel was not provided. Therefore a condition is proposed for the submission of samples to be submitted before the commencement of development to secure the high quality of the design. This is also applicable to the public realm as detailed further in the report.

#### Standard of Accommodation

- 6.25. The NPPF states that, as a core principle, planning should seek to provide a high quality of amenity for future residents.
- 6.26. In line with this, DM Policy 32 states that the standards of the London Plan, contained within the Housing SPG, will be used to assess whether new housing development provides an appropriate level of residential quality and amenity. In addition to this, the nationally prescribed technical housing standards are also applicable to the scheme.
- 6.27. The Nationally Described Space Standards (2015) sets out the internal space standards required for new dwellings. The internal floor area for a 3b5p dwelling is 92 sqm. The proposed dwellings would be 98sqm and 103sqm respectively and therefore meet this standard. The proposed dwelling would also meet the requirements for built in storage, bedroom size and width and floor to ceiling heights.

- 6.28. DM Policy 32 (4c) states that residential development should provide accommodation of a good size, a good outlook, with acceptable shape and layout of rooms, with main habitable rooms receiving direct sunlight and daylight, and adequate privacy. There will be a presumption that residential units provided should be dual aspect.
- 6.29. In addition to this, the Council will utilise the standards of the Housing SPG on daylight sunlight and an assessment against the BRE guide to good practice measures will be undertaken where relevant.
- 6.30. Both of the units would dual aspect and provided with good levels of outlook. Although the application has been revised to restrict the use of the flat roof as roof terraces both units provide adequate private amenity space in line with the London Plan.
- 6.31. In light of the above officers consider the proposal would provide an adequate standard of accommodation in line with relevant policies and standards.

#### Neighbouring Amenity

- 6.32. DM Policy 32 requires residential development to provide a satisfactory level of privacy, outlook and natural lighting for both its future residents and its neighbours. Core Strategy Policy 15 states that new development should be designed in a way that is sensitive to the local context. More specific to this, DM Policy 32 and 33 seek to ensure that new residential development should not result in significant loss of privacy and amenity to adjoining houses and their back gardens. The Council's residential Standards SPD advises that as a general rule 'unless it can be demonstrated that privacy can be maintained through design, there should be a minimum separation of 21 metres between directly facing habitable room windows on main rear elevations.' It goes further to state that habitable rooms within new dwellings should be a minimum of 9m from the rear boundary or the flank wall of any adjoining plot. The policy allows for deviation from the minimum distances where the design of the buildings can mitigate overlooking issues.
- 6.33. The main part of the application site is rectangular in shape with a depth of approximately 12m and a width at its widest point of 28.3m. The application dwelling would be built up to two stories close to the boundary with properties on three sides of the site.
- 6.34. On the southern boundary the two storey flank wall would be only 9.5m from the rear of the block of flats at number 29-55 Corona Road. Objections have been raised to the impact of the proposed development on these properties. Although under normal circumstances, this height so close to the rear of residential properties would be of concern, given the arrangement on site this results in the proposed two storey flank wall being located directly opposite a largely blank elevation at the block of flats, except for one window which does not seem to be in use as a habitable room. As the dwelling along this boundary moves across towards the habitable windows located in the block of flats the proposed dwelling drops down to single storey in height. In light of this officers consider there would be an acceptable impact on the residents located at number 29-55 Corona Road.
- 6.35. With regards to the properties the northern boundary numbers 44-50 Kingshurst Road, again objections have been received regarding the impact of the development on the amenity of the neighbouring residents. Although officers understand the residents' concerns of having two stories being built close to their

boundaries, these properties have relatively large gardens and the flank wall would be over 28m from the nearest rear window. As such officers consider the proposal would not have an impact with regards to overbearingness or increased sense of enclosure, with distances detailed on Figure 2 below. In light of this, the proposal meets the requirements of the SPD with regards to separation distances. The above arrangements are shown on the image below:



Figure 2: Privacy distances

- 6.36. Notwithstanding the above, the adherence to the SPD requirements in itself does not fully address the requirements of CS15 and DM 32 & 33 which require the protection of neighbour amenity.
- 6.37. Further objections were received in regards to the loss of privacy due to windows being located in the north elevation. Although these windows are to habitable room they are not the primary source of light or ventilation and therefore can be fixed shut and glazed without impacting on the standard of accommodation provided. These windows have been revised to be obscure glazed and the roof terraces above the flat roof would be inaccessible. Officers consider by securing these details by condition, then the impact on the privacy of the neighbouring residents would be acceptable.
- 6.38. There is also potential for overlooking into the rear of the adjoining block of flats on Corona Road from the first floor rear windows. However, these would only be from oblique views and within the context of a London borough development there would always be some slight overlooking. Officers consider the level of this overlooking to be minimal and would not have a detrimental impact on the privacy

of neighbouring residents. This potentially would be exacerbated by the use of the flat roofs as roof terraces. However officers consider a condition restricting their use would be sufficient to overcome this issue.

- 6.39. Objections have also been raised regarding the loss of outlook. Officers consider that outlook, especially from the properties on Kinghurst, would be altered but the quality of the outlook would not be impacted due to the separation distances. The two storey flank wall would be over 25m from the rear of these properties, which within suburban setting in a London Borough is adequate outlook for residents. Impacts on outlook of the rear windows from the block of flats has been mitigated by dropping the height to single store as mentioned above.
- 6.40. With regards to the property at number 57 Corona Road the two storey flank wall would be built flush against the boundary. However this would be towards the bottom of their garden which measures over 25m. Due to the orientation of the site any overshadowing would be contained to the very rear of the garden. Officers consider due to the size of the garden and the siting of the proposal it is not consider that the development would impact on the amenity of the residents or their enjoyment of their private amenity space.
- 6.41. The council's highways department were consulted and raised no objections subject to the implementation of a condition requiring a Construction Method Statement. Officers consider that on a backland site there is potential for construction to have an impact on the highway and neighbouring residents. Therefore a condition requiring a construction method statement, which seeks to mitigate these impacts is considered appropriate and acceptable.
- 6.42. In light of the above officers consider the application would comply with all of the relevant polices relating to the impact on neighbouring amenity within the Development Plan.

#### Highways and Traffic Issues

- 6.43. One of the main constraints with backland sites is providing safe access for pedestrians and vehicles. The site was previously used as garages with its own access and this access arrangement is not being altered as part of this application. As such, officers consider that the access onto the site is acceptable and would not impact on pedestrian or vehicular safety. The council's highways department were consulted and raised no objections subject to the implementation of conditions.
- 6.44. For the access to be safer for pedestrians, the highways team have requested low level lighting be provided to the front. Officers consider that details of the proposed lighting can be secured as part of the landscaping condition.
- 6.45. The proposed development would provide 2 x 3 bed units. As outlined previously, the majority of the site has a PTAL rating of 1b, and as the development proposes 3 bedroom units, concerns are raised in relation to the availability of on-street parking on Corona Road. The applicant has provided a transport statement prepare by TTP Consulting.
- 6.46. The report states that a parking survey was carried out under the Lambeth methodology and a average parking stress of 57.6% was calculated for the area. An area with a 90% level would be classes as having parking stress. As such, officers consider the quantum of development proposed is unlikely to generate enough levels of on-street parking to be detrimental the parking stress of the area.

- 6.47. Further to this, access is considered to be acceptable for the nature and scale of the development proposed.

#### *Cycle Parking*

- 6.43 Cycle storage Policy 6.9 of the London Plan maintains that development should provide secure, integrated and accessible cycle parking facilities. In accordance with the London Plan, the proposed development would provide 2 cycle storage spaces towards the front of the units. The amount and location of proposed cycle storage is considered to be acceptable. Nevertheless, due to a lack of detail, a condition will be added to ensure that the proposed cycle storage is safe, secure and usable.
- 6.44 Further to this, the proposed plans show a refuse storage located in the communal area to the front of the properties. Within the Transport Note it was stated that the refuse would be brought out on collection days and collected on-street. Whilst the location of the refuse storage is considered to be acceptable, a condition will be added to ensure that the strategy is delivered and maintained.
- 6.45 In light of the above, the proposed development is not expected to give rise to negative highways or transport implications. As a car-free development with the safe and secure provision of cycle storage, the proposed development is considered to promote sustainable transport modes.

### **7. Equalities Considerations**

- 7.1. 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.
- 7.2. The protected characteristics under the Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 7.3. The duty is a “have regard duty” and the weight to attach to it is a matter for the decision maker bearing in mind the issues of relevance and proportionality. In this matter there is no impact on equality.

### **8. Conclusion**

- 8.1. The Council supports the principle of providing family dwellings in the Borough. Officers consider the application would provide adequate living accommodation, without having a detrimental impact on the amenity of neighbouring residents or the character of the area.

- 8.2. Overall, the proposed development is considered to comply with all of the relevant policies contained within the Development Plan.

9. **RECOMMENDATION: GRANT PLANNING PERMISSION, subject to the following conditions:**

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

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

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

**821-P-0001-A, 821-P-0301, 821-P-0302, 821-P-1001-C, 821-P-1002-C, 821-P-1003-C, 821-P-2001-B, 821-P-2002-C, 821-P-2003-C, 821-P-2004-B, 821-P-9400. Received 3<sup>rd</sup> March 2017**

**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. No development shall commence on site until a detailed schedule and specification/samples of all external materials, finishes, windows, external doors and roof coverings to be used on the building(s) have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

**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.

4. (a) No development shall commence on site until a scheme for the storage and collection of refuse and recycling facilities for each residential unit 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).

5. (a) A minimum of **4** secure and dry cycle parking spaces shall be provided within the development as indicated on the plans hereby approved.

(b) No development shall commence on site until the full details of the cycle parking facilities have been submitted to and approved in writing by the local planning authority.

(c) 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).

6. (a) No development shall commence on site until drawings and details showing hard landscaping and low level lighting 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.

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

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

8. Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), the new windows to be installed in the **Side elevations at first floor level** of the dwellings hereby approved shall be fitted as obscure glazed and fixed shut and retained in perpetuity.

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

9. Notwithstanding the Town and Country Planning (General Permitted

Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), the use of the flat roof on the building(s) hereby approved shall be as set out in the application and no development or the formation of any door providing access to the roof shall be carried out, nor shall the roof area be used as a balcony, roof garden or similar amenity area.

**Reason:** In order to prevent any unacceptable loss of privacy to adjoining properties and the area generally and to comply with Policy 15 High Quality design for Lewisham of the Core Strategy (June 2011), and DM Policy 31 Alterations and extensions to existing buildings including residential extensions, DM Policy 32 Housing design, layout and space standards, and DM Policy 33 Development on infill sites, backland sites, back gardens and amenity areas of the Development Management Local Plan (November 2014).

10. 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).