

Committee	PLANNING COMMITTEE A	
Report Title	GARAGES TO THE REAR OF 54-88 CASTLETON ROAD, LONDON, SE9	
Ward	Grove Park	
Contributors	David Robinson	
Q13	PART 1	22 <sup>nd</sup> June 2017

<u>Reg. Nos.</u>	DC/16/098887
<u>Application dated</u>	24/01/2017
<u>Applicant</u>	Miss Shona McMillan (Agent) on behalf of Mr Adesoye of the L&Q Group (Applicant)
<u>Proposal</u>	The demolition of the existing garages to the rear of 54-88 Castleton Road SE9 and the construction of 5, three bedroom, two storey terrace houses, together with associated car parking and cycle and refuse storage
<u>Applicant's Plan Nos.</u>	0011 A, 0012 A, 0310 A, 0311 A, 1011 D, 1021, 1012 C, 1013 B, 1020 A, 2110 C, 2111 C, 3112 B, 3116 A, 2016-XXXX-TR03, 2016-XXXX-TR05, 2016-XXXX-TR06, 2016-XXXX-TR07, 1611/61/AIA, 1611/61/TS, Proposed House Sections CC & DD 3B5P House Types, Design & Access Statement, Transport Note, Cil, MapSearch Snapshot, Preliminary Environmental Risk Assessment & Arboricultural Impact Assessment
<u>Background Papers</u>	(1) Case File LE/324/A/TP (2) Local Development Framework Documents (3) The London Plan
<u>Designation</u>	Local Open Space Deficiency
<u>Screening</u>	N/A

## **1.0 Property/Site Description**

- 1.1 The application site is a backland site located in a residential area between Grove Park and Elmstead Wood. The site currently accommodates 53 disused concrete pre-fabricated garages served by an area of concrete hardstanding, and is enclosed by terraced housing on all flanks (Castleton Road to the north, Bilsby Grove to the east and Charminster Road to the south) with vehicular access gained from a single access road to the west off Castleton Road. There is also a secondary pedestrian access from Charminster Road to the south which links to the vehicular access road.

- 1.2 The existing site is long and narrow and runs from west to east. It has been secured via locked gates and disused for some time resulting in some vegetative overgrowth. The existing garages having been closed over using metal sheeting. It was noted during the site visit that some of the metal sheets have been removed from the garage doors and evidence of anti-social behaviour was apparent.
- 1.3 The surrounding area is predominantly residential in nature. Dwellinghouses in the area are largely 20<sup>th</sup> century two-storey terraced buildings constructed from red brick and exhibiting concrete tiled roofs with hipped roof structures found at the end of terraces. The surrounding dwellinghouses are all separated from the application site by rectangular shaped rear gardens.
- 1.4 The application site is not located within a conservation area and is not subject to an Article 4 direction, nor are any of the structures on-site listed.
- 1.5 The application site has a PTAL (Public Transport Accessibility Rating) of 2. On a scale of 1a to 6b, 1a indicates extremely poor access to the location by public transport, and a PTAL of 6b indicates excellent access by public transport.

## **2.0 Planning History**

- 2.1 **PRE/15/001989** – Redevelopment of disused former garage site to deliver five new family homes and a block with four 1/2 bedroom flats with associated amenity and landscaping. Response sent 21/07/2015.
- 2.2 The response can be summarised as follows:
- Principle of redevelopment accepted
  - The density proposed was excessive
  - Flats would not be supported
  - Negative impact on surrounding dwellinghouses
  - Building form out of character with wider area and scale should be reduced
  - More surveillance should be provided to car park area
  - Cycle parking should be provided in accordance with the London Plan
- 2.3 **DC/16/095633** – The demolition of the existing garages to the rear of 54-88 Castleton Road SE9 and the construction of 7, three bedroom, two storey terrace houses, together with associated car parking, cycle storage and open space. Withdrawn by the applicant after Officer advice outlined the proposal would be 'overdevelopment' and would not be supported.

## **3.0 Current Planning Applications**

### The Proposal

- 3.1 The application proposes the demolition of the existing garages to the rear of 54-88 Castleton Road and the construction of five, three bedroom, two storey terraced houses, together with associated car parking and cycle and refuse storage.
- 3.2 The five proposed dwellinghouses would be arranged in a linear format along the length of the site. The houses would be L-shaped in nature and would come in

two different house types. The first house type would be solely applied to the western most building which would have a slightly smaller footprint than the other four buildings which would all be subject to the second house type.

3.3 The dwellinghouses would all be accessed via a footpath which would run along the northern boundary of the site. All units would have two separate amenity areas, one located in the void between the L-shaped buildings to the front, and one smaller and more linear, yet more private space to the rear.

3.4 All the dwellinghouses would be constructed in a part single, part two-storey form with the ground floor following the L-shaped footprint and a smaller first floor element which would run from north-south. All units would feature a green roof to the flat roof of the ground floor element – access would not be provided to such.

3.5 The proposed unit sizes and types are outlined in the table below:

House Type	Unit Type	Unit Size (GIA) (m <sup>2</sup> )	Room Sizes (m <sup>2</sup> )	Floor-Ceiling (m)	Amenity Space (m <sup>2</sup> )
Type 1	3B5P	97	Bed 1 – 13.5 Bed 2 – 11.5 Bed 3 – 8	2.5-3.5	60
Type 2	3B5P	99.5	Bed 1 – 9 Bed 2 – 12 Bed 3 – 12.5	2.5-3.5	60

3.6 The proposed materials are outlined in the table below:

Element	Proposed Material
Doors	Glazed hinged single leaf door and glazed double leaf sliding doors.
Windows	Double glazed aluminium framed openable windows and double glazed aluminium framed non-openable windows
Walls (ground floor)	London stock brickwork
Walls (first floor) and roof	Copper tone zinc cladding
Boundary treatment	Timber fencing

#### 4.0 **Consultation**

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

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

4.3 Three objections were received from occupants of neighbouring properties, as well as one objection from the Lewisham Disability Coalition and the Grove Park Neighbourhood Forum. Their objections outlined the following relevant planning concerns:

- Loss of privacy
- Noise from construction and use by future occupants
- More pollution from cars using parking spaces within the development
- Concerns neighbouring gardens will not be relaxing and tranquil anymore
- Overshadowing caused by the proposed units to neighbouring gardens
- Concerns over security and what boundary treatment would be proposed by the development
- Fire safety concerns
- Objections to rooftop balconies
- The buildings will appear industrial
- The proposal doesn't follow the spirit of the Local Development Framework
- The site could be used as an employment location
- The proposal is contrary to DM Policies 10 and 11

4.4 The Council's Ecological Regeneration Manager was consulted and raised no objection to the proposed development.

4.5 The Council's Highways Officer were consulted and made the following comments with regard to the proposed development:

- The provision of one parking space per residential unit is considered appropriate and the provision of 5 parking spaces within the site will result in a reduction in the number of vehicles accessing/within the site when compared to the previous use of the site as garage parking for 53 cars.
- A Delivery and Servicing Plan and a Waste Management Plan are required.
- The applicant should submit details of improvement works to the pedestrian routes through/within the site (improvements to the lighting and the quality of surface of the routes).
- The existing gate across the vehicular access to the site should be removed.
- Given the limited intervisibility between the vehicles using the site access road and road users on Castleton Road (as a result of a high boundary fence adjacent to the sites vehicle access point), the applicant is required to enter into a S278 Agreement with the Highway Authority to secure works to include altering the kerb radius to improve intervisibility, installing a raised table to reduce vehicle speeds and tactile paving which will improve pedestrian accessibility.
- A Parking Management Plan is also required to ensure that access within the site isn't obstructed resulting in vehicles undertaking reversing movements onto the public highway.
- Details of Construction Management at the site should be provided to ensure the impacts of the construction phase of the development are minimized

## 5.0 Policy Context

### Introduction

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

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

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.

### 5.3 National Planning Policy Framework

5.4 The NPPF was published on 27 March 2012 and is a material consideration in the determination of planning applications. It contains at paragraph 14, a 'presumption in favour of sustainable development'. Annex 1 of the NPPF provides guidance on implementation of the NPPF. In summary, this states in paragraph 211, that policies in the development plan should not be considered out of date just because they were adopted prior to the publication of the NPPF. At paragraphs 214 and 215 guidance is given on the weight to be given to policies in the development plan. As the NPPF is now more than 12 months old paragraph 215 comes into effect. This states in part that '...due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)'.

5.5 Officers have reviewed the Core Strategy for consistency with the NPPF and consider there is no issue of significant conflict. As such, full weight can be given to these policies in the decision making process in accordance with paragraphs 211, and 215 of the NPPF.

### Other National Guidance

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

London Plan (July 2015) (as amended 2016)

5.7 The London Plan policies relevant to this application are:

- Policy 3.1 Ensuring equal life chances for all
- Policy 3.2 Improving health and addressing health inequalities
- 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 3.8 Housing choice
- Policy 3.9 Mixed and balanced communities
- Policy 3.10 Definition of affordable housing
- Policy 3.11 Affordable housing targets
- Policy 5.1 Climate change mitigation
- Policy 5.2 Minimising carbon dioxide emissions
- Policy 5.3 Sustainable design and construction
- Policy 5.7 Renewable energy
- Policy 5.8 Innovative energy technologies
- Policy 5.11 Green roofs and development site environs
- Policy 6.9 Cycling
- Policy 6.11 Smoothing traffic flow and tackling congestion
- Policy 6.12 Road network capacity
- Policy 6.13 Parking
- Policy 7.3 Designing out crime
- Policy 7.4 Local character
- Policy 7.5 Public realm
- Policy 7.6 Architecture

London Plan Supplementary Planning Guidance (SPG)

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

- Housing (2012)
- Sustainable Design and Construction (2006)

Core Strategy

5.9 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:

- Core Strategy Policy 1 Housing provision, mix and affordability
- Core Strategy Policy 7 Climate change and adapting to the effects

- Core Strategy Policy 8 Sustainable design and construction and energy efficiency
- Core Strategy Policy 13 Addressing Lewisham waste management requirements
- Core Strategy Policy 14 Sustainable movement and transport
- Core Strategy Policy 15 High quality design for Lewisham

### Development Management Local Plan

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

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

- DM Policy 1 Presumption in favour of sustainable development
- DM Policy 2 Prevention of loss of existing housing
- DM Policy 22 Sustainable design and construction
- DM Policy 24 Biodiversity, living roofs and artificial playing pitches
- DM Policy 25 Landscaping and trees
- DM Policy 29 Car parking
- DM Policy 30 Urban design and local character
- DM Policy 31 Alterations/extensions to existing buildings
- 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 (May 2012)

5.12 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.

## **6.0 Planning Considerations**

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

- Principle of Development
- Design
- Housing
- Highways and Traffic Issues
- Impact on Adjoining Properties
- Sustainability and Energy

- Trees and Landscaping
- Contaminated Land

## 6.2 Principle of Development

6.3 The National Planning Policy Framework (NPPF) in chapter 6 states that local planning authorities should, through their evidence base, objectively assess the needs of the housing market to ensure that affordable housing is delivered.

6.4 Lewisham Core Strategy Spatial Policy 1 '*Lewisham Spatial Strategy*' which links to Core Strategy Objective 2 '*Housing Provision and Distribution*' supports the delivery of new housing to meet local need. The Core Strategy recognises the Borough's need for housing and outlines the objectives to achieve 18,165 new dwellings between 2009/2010 and 2025.

6.5 DM Policy 33 (Infill, backland, back garden and amenity area development) states that Backland sites are defined as 'landlocked' sites to the rear of street frontages not historically in garden use such as builder's yards, small workshops and warehouses, and garages. They require sensitive treatment and a high quality of design in order to achieve successful development because of the potential for visual and functional intrusion due to the close proximity to existing housing.

6.6 DM Policy 33 applies the following general principles to new development:

1. Depending on the character of the area and the urban design function a space fulfils in the streetscape, some sites will not be considered suitable for development and planning permission will not be granted.
2. 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, and is sensitive to the setting of heritage assets. This includes the spaces between buildings which may be as important as the character of the buildings themselves, and the size and proportions of adjacent buildings.
3. Development on these sites must meet the policy requirements of DM Policy 30 (Urban design and local character), DM Policy 32 (Housing design, layout and space standards) and DM Policy 25 (Landscaping and trees).
4. Development on these sites should retain existing formal or informal pedestrian through routes.

6.7 DM Policy 33 applies the following specific principles to new development on backland sites:

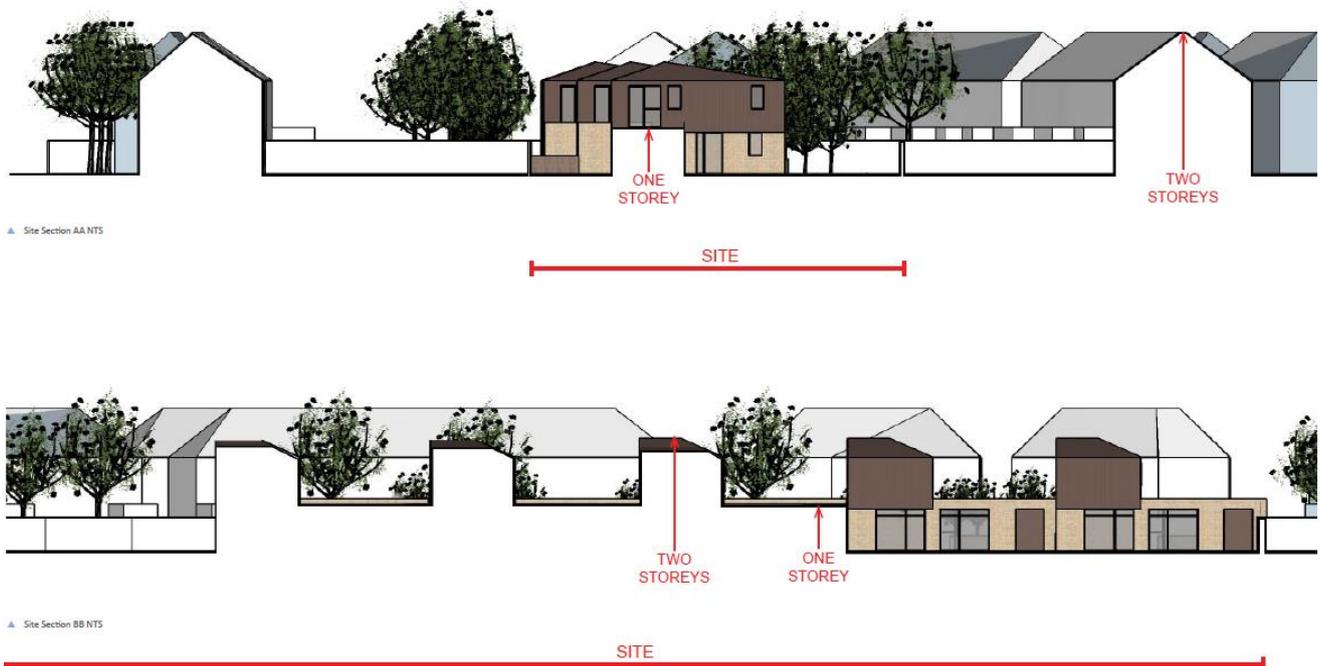
- a) a proper means of access and servicing which is convenient and safe both for drivers and pedestrians
- b) no significant loss of privacy, amenity, and no loss of security for adjoining houses and rear gardens and
- c) appropriate amenity space in line with the policy requirements in DM Policy 32 (Housing design, layout and space standards).

- 6.8 The current site lies unused and in a state of disrepair. It is considered that given the current state of the garages, they do not warrant retention. The garages have been out of use for several years and there is ample off-street parking availability in the surrounding area. In any event, the garages are not of sufficient scale for the average modern vehicle further justifying their loss.
- 6.9 The site is served by an existing access road which has an independent pedestrian footpath, and given the location of the application site in a predominantly residential area, it is considered that the principle of residential use on the application site is acceptable.
- 6.10 In light of the above, officers would support the principle of residential development, subject to appropriate consideration of matters including design, housing/standard of accommodation, impact on neighbours and highways/transport related matters.

### Design

- 6.11 Urban design is a key consideration in the planning process. The NPPF makes it clear that national government places great importance on the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The NPPF states that 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.
- 6.12 Paragraph 63 of the NPPF states that in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area. In addition to this, paragraph 64 states that permission should be refused for development of poor design that fails to take the opportunities for improving the character and quality of an area and the way it functions.
- 6.13 In relation to Lewisham, Core Strategy Policy 15 outlines how the Council will apply national and regional policy and guidance to ensure 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.
- 6.14 DM Policy 30 requires planning applications to demonstrate a site specific response which creates a positive relationship with the existing townscape whereby the height, scale and mass of the proposed development relates to the urban typology of the area.
- 6.15 The proposed development would replace the existing single storey garages which surround the perimeter of the site. The proposed dwellinghouses would have a maximum height of 6.7m in comparison to the 8.7m ridge height of the terraced dwellings which surround the application site. The dwellinghouses would run in a linear, terraced format, along the site from east to west and exhibit a contemporary design. All the dwellinghouses would be constructed in a part single, part two-storey form with the ground floor following the L-shaped footprint and a smaller first floor element which would run from north-south. The part single, part two-storey form assists to break up the massing of the proposed.

- 6.16 The proposed development is of a suitable scale for backland development, being lower than that of surrounding buildings. This is exemplified by sections provided in the applicant's design and access statement outlined below:



- 6.17 In terms of plot utilisation, the proposed buildings will be set in from all neighbouring boundaries, bar the eastern most boundary where the cycle and bin store for the eastern most dwelling will abut the boundary of 8 Bilsby Grove.
- 6.18 The proposed development will be largely screened from public views and generally only visible from surrounding neighbouring properties, limiting its impact on the wider streetscene.
- 6.19 The applicant has taken a contemporary approach to the design of this scheme, developing an irregular and innovative building form. Across the site, the scale of development varies in terms of roof slopes at various pitches. Overall, it is felt that the proposed development would add interest to the area, whilst illustrating an innovative piece of design. It is considered that the proposal would present an improvement visually, over the existing vacant garages on the application site.
- 6.20 The proposed contemporary materiality is considered also to be acceptable; however specific details of such would be secured via condition.
- 6.21 In light of the above, officers are satisfied that the design of the proposed scheme is acceptable.

## Housing

### a) Size and Tenure of Residential Accommodation

- 6.22 Core Strategy Policy 1 'Housing provision, mix and affordability' seeks to ensure that proposed housing development responds to local need. As a result, any new development with 10 or more dwellings will be expected to provide family housing.

- 6.23 The Council used the Lewisham Strategic Housing Market Assessment (LSHMA) as an evidence base when creating the Local Development Framework. These studies are also used to support planning decisions.
- 6.24 The LSHMA found that there are 115,500 properties in Lewisham made up of 12% detached and semi-detached properties, 33% terraced housing and 55% flats (nearly half of which are formed from converted dwellings, rather than new builds). Over 25% of all dwellings have only one bedroom and less than 10% have 4 bedrooms or more. The LSHMA therefore shows that there is a need for housing in Lewisham for family housing.
- 6.25 The proposed development comprises 5 dwellings, all of which would provide three-bedroom family unit accommodation. This is considered to be acceptable given the need for such units and the location of the application site in what is largely already an area of family dwellinghouses
- 6.26 The scheme proposes all units to be affordable, however, as the number of units is below the threshold (10 units) set out in Policy CS1 for which a proportion of affordable housing can be required, there is no policy basis to secure affordable housing through a planning obligation. Nonetheless, as the applicant is a recognised housing association, it is expected that the units will be provided as affordable housing.

*b) Standard of Residential Accommodation*

- 6.27 DM Policy 32 'Housing design, layout and space standards' and Policy 3.5 'Quality and design of housing developments' of the London Plan requires housing development to be of the highest quality internally, externally and in relation to their context. These policies set out the requirements with regard to housing design, seeking to ensure the long term sustainability of the new housing provision. Informed by the NPPF, the Mayors Housing SPG provides guidance on how to implement the housing policies in the London Plan. In particular, it provides detail on how to carry forward the Mayor's view that "providing good homes for Londoners is not just about numbers. The quality and design of homes, and the facilities provided for those living in them, are vital to ensuring good liveable neighbourhoods".
- 6.28 London Plan Policy 3.5 sets out the minimum floor space standards for new houses relative to the number of occupants. It outlines that the design of all new dwellings should include adequately sized rooms, convenient and efficient room layouts and meet the changing needs of Londoners' over their lifetimes. The accompanying Mayors Housing SPG contains further guidance on internal layout. The Council therefore seek that all new homes are designed to meet the long term needs of occupiers, or capable of adaptation to achieve this. It is also a policy requirement that 10% of all housing are wheelchair accessible or easily adapted for those using a wheelchair in accordance with London Plan policy.
- 6.29 The room arrangements all appear to have been carefully considered to create convenient and efficient room layouts as well as providing for generous kitchen / dining and living areas.
- 6.30 The minimum GIA for a 3B5P two-storey dwelling, as proposed is 93 square metres. With reference to the unit sizes set out in table 1.1, all of the proposed units would exceed this policy requirement. All of the double bedrooms will meet

or exceed the 11.5sq m requirement and all single bedrooms will exceed the 7.5sq m requirement. Furthermore, all bedrooms meet the minimum width requirements (2.75m for a double and 2.15m for a single).

- 6.31 The proposed units, types 1 and 2, both exceed the minimum internal storage requirements which are 2.5 square metres for units of this nature. The house types will provide 3.5 and 3.4 square metres of internal storage space respectively.
- 6.32 In addition to this, it is a policy requirement that the floor to ceiling heights for 75% of each of the proposed units are 2.5m high. All of the proposed units either meet or exceed this requirement.
- 6.33 With regard to privacy, fenestration within each unit has been orientated in such a way to ensure minimal overlooking of adjacent proposed units, with outlook tending to be largely over the amenity space of the particular unit in question.
- 6.34 In light of the above, the proposed development would provide occupiers with an adequate level of privacy. However, it is proposed that a condition to remove the Permitted Development rights of the approved units is added to ensure the protection of future occupiers, including the construction of new windows openings.
- 6.35 Overall, the scheme is considered to provide an adequate standard of accommodation for all of the proposed units.

#### c) Amenity Space

- 6.36 The London Plan Housing SPG states that a minimum of 5sq m of private outdoor space should be provided for 1-2 person dwellings and an extra 1sq m should be provided for each additional occupant.
- 6.37 All of the proposed units exceed the London Plan Housing SPG requirement for outdoor space, as indicated in table 1.1. The units provide well-portioned and generously scaled outdoor amenity space for the family dwellinghouses proposed.

#### Highways and Transport

- 6.38 The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site. Safe and suitable access to the site should be achieved for all people. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 6.39 Core Strategy Policy 14 'Sustainable movement and transport' supports this policy approach and promotes more sustainable transport choices through walking, cycling and public transport. It adopts a restricted approach on parking to aid the promotion of sustainable transport and ensuring all new and existing developments of a certain size have travel plans. Core Strategy Policy 7 'Climate change and adapting to the effects' and Core Strategy Policy 9 'Improving local air quality' further promote sustainable transport.

### a) Site Access

- 6.40 The existing vehicle and pedestrian accesses through the site do not provide a safe or attractive environment for pedestrians, and the general quality of the pedestrian environment is poor. It is recommended that a condition is attached to ensure the applicant submits details of improvement works to the pedestrian routes through/within the site with particular reference to improvement to the lighting and the quality of surface of the routes.
- 6.41 A condition should be attached ensuring that the existing gate across the vehicular access to the site be removed. The gate would cause vehicles accessing the site to queue on the public highway which creates an obstruction.
- 6.42 Given the limited intervisibility between the vehicles using the site access road and road users on Castleton Road (as a result of a high boundary fence adjacent to the site's vehicle access point), the applicant is required to enter into a S278 Agreement with the Highway Authority to secure works to the entry treatment to the site. The works will include altering the kerb radius to improve intervisibility, installing a raised table to reduce vehicle speeds and tactile paving which will improve pedestrian accessibility.

### b) Car Parking

- 6.43 The site has a public transport accessibility level of 2 which is relatively low meaning that the provision of one parking space per residential unit is considered appropriate. A parking survey carried out by the applicant indicates a relatively low parking occupancy level for the area of 67.3%. Furthermore, it is considered that the provision of 5 parking spaces within the site will result in a reduction in the number of vehicles accessing the site when compared to the previous use of the site as garage parking for 53 cars.
- 6.44 Of the 5 parking spaces, one would constitute a disabled parking space, which is supported by officers.
- 6.45 A Parking Management Plan will be required and secured via condition. The plan should provide details of measures for the management of parking within the site, particularly in terms of the enforcement of informal parking in the hard landscaped areas and on the access road, so that access within the site isn't obstructed resulting in vehicles undertaking reversing movements onto the public highway.
- 6.46 It is noted that the Council's Highways Department have no objection to the proposed development subject to appropriate conditions as outlined in this report.
- 6.47 For the reasons outlined above, the proposed development is considered to offer an acceptable approach to car parking provision and would not give rise to an unacceptable parking stress on surrounding streets.

### c) Refuse

- 6.48 With regard to refuse, each unit will have allocated storage provided within the residential unit with a communal refuse area provided adjacent to the entrance to the pathway to the residential units

- 6.49 The swept path analysis provided within the Transport Note submitted with the application illustrates that there is limited space on the access road and within the site for refuse and service vehicles to access the site.
- 6.50 Given the above, a Delivery and Servicing Plan and a Waste Management Plan will be required via condition. The Waste Management Plan should include details of refuse and re-cycling collection points which should be accessible from within 10m of the kerb line (of the public highway). The plan should illustrate how bins will be brought out to collection points on collection days and returned to storage areas, thereby ensuring that appropriate measures are provided for waste storage and collection.

#### d) Cycle Parking

- 6.51 Policy 6.9 'Cycling' of the London Plan states that developments should provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3. Table 6.3 outlines that all new dwellings that have 2 or more bedrooms must provide 2 cycle parking spaces each. It is also a policy requirement that 1 visitor space is provided per 40 units.
- 6.52 A scheme of this scale and nature would therefore be expected to provide 10 (two spaces for each unit) cycle parking spaces.
- 6.53 The application proposes two secure cycle parking spaces for each proposed unit, to be located within each unit and accessed from the front garden. This arrangement is considered acceptable by officers.

#### e) Construction

- 6.54 In order that officers can be satisfied that the proposed development would not negatively impact upon pedestrian safety, on-street parking and vehicular movement through the area, a full Demolition and Construction and Management Plan is required to be submitted prior to the commencement of the development. This would be secured via condition.

#### Impact on Adjoining Properties

- 6.55 Core Strategy Policy 15 'High quality design for Lewisham' seeks to ensure that proposed development is sensitive to the local context. Officers therefore expect proposed developments to be designed in a way that will not give rise to significant impacts upon the amenities of existing neighbours and future occupiers. Development Management Policy 33 'Development of infill sites, backland sites, back gardens and amenity areas' therefore seeks to ensure that infill development would result in no significant overshadowing or overlooking, and no loss of security or amenity.
- 6.56 DM Policy 32 states that Adequate privacy is an essential element in ensuring a high level of residential amenity. 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.
- 6.57 Three objections have been received in response to the consultation undertaken as part of this proposal with the mains concerns raised pertaining to loss of

neighbour amenity by way of loss of light / privacy, overshadowing and noise generated by future occupants of the proposed dwellinghouses.

- 6.58 The key issues surrounding loss of amenity to occupants of neighbouring properties are discussed below.

a) Loss of Privacy

- 6.59 All fenestration at first floor level will be located on the eastern and western facing flank elevations, orientated internally to face towards the main amenity space of each proposed dwellinghouse. At first floor level, no fenestration will be located on the north or south elevations, and thus no proposed fenestration will directly face into the gardens of adjacent dwellinghouses. Unit 1 proposes two western facing windows serving a bathroom and bedroom at first floor level, which would look towards the rear of number 44 Castleton Road. The separation distance here is 53m, meaning any loss of privacy caused by these windows would be negligible.

- 6.60 It is noted that one window at first floor level will be offered views towards the amenity space of rear gardens serving dwellinghouses at Bilsby Grove. This window is located on the eastern elevation of the eastern most proposed dwellinghouse, adjacent the shared boundary at Bilsby Grove. The window itself will be located 7.5m from the shared boundary with the gardens at Bilsby Grove, and would be separated from the rear elevations of the dwellinghouses at Bilsby Grove by their existing rear gardens. This would give a total separation distance of 23.5 to 24.8m window-to-window. At this distance, the proposed window would be an adequate distance away from windows on the rear elevation of the properties at Bilsby Grove in accordance with the Residential Standards SPD which states that there should be a minimum separation distance of 21 metres between directly facing habitable room windows on main rear elevations. There will be no further loss of privacy to the rear gardens on Bilsby Grove over and above that which already exists between the existing terraced dwellinghouses.

- 6.61 It is recommended that a condition is imposed relating to the proposed green roofs to each of the single storey elements of the proposed dwellinghouses, ensuring that no access is formed to such. A condition should also be imposed to ensure no new windows or openings can be formed in any elevations of the proposed dwellinghouses.

b) Overshadowing / Loss of Light

- 6.62 The majority of the proposed development will be located at ground floor level, with smaller portions of accommodation at each dwellinghouse being located at first floor level. These portions of the proposed development at first floor level will run north to south along the application site, with only the narrow ends of the first floor projections presenting themselves to the terraces of properties which run along the north and south of the application site on Castleton and Charminster Roads respectively.

- 6.63 These portions of development at first floor level will measure some 5.5m in height at the eaves and each will measure 5.1m in width. To the south, these first floor projections will be located 2.7m to 4.2m away from the shared boundary with the gardens serving the dwellinghouses at Charminster Road and 16.2 to 22m away from the rear elevations of the dwellinghouses at Charminster Road. To the north, these first floor projections will be set 2m to 5m from the shared boundary

with the gardens serving the dwellinghouses at Castleton Road and 18 to 23m away from the rear elevations of the dwellinghouses at Charminster Road.

- 6.64 Given the small portion of the proposed development located at first floor level, and the design of development at first floor level with spaces between units to break up the massing, the separation distances outlined above are sufficient to ensure there will not be any unreasonable impact on any occupants of neighbouring properties by way of loss of light or overshadowing.
- 6.65 A condition would be applied to any future permission ensuring suitable boundary treatment is secured around the perimeter of the application site.

### c) Noise

- 6.66 Concerns have been raised by neighbours regarding noise cause by the construction phase of the proposed development. This is not a planning consideration and cannot be considered in the determination of the application, though it is recommended a condition is imposed requiring a Construction Management Plan to control working hours.
- 6.67 Concerns have also been raised in relation to noise caused by future occupants of the proposed development. It is considered that the application site is located within a relatively dense suburban location and is surrounded by other residential uses. Officers consider that the five dwellinghouses proposed in this application would have no further unreasonable impact on neighbours with regard to noise pollution, over and above the noise generated from the existing residential uses in the area.
- 6.68 Further to the above, the application site has previously been used as garages for 53 vehicles. It is considered that a residential use accommodating five family dwellinghouses would not generate more noise or disturbance over this previous use.

### Sustainability and Energy

#### a) Sustainable Design and Construction

- 6.69 Policy 5.3 'Sustainable Design and Construction' of the London Plan states that the highest standards of sustainable design should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime. In light of this, all proposed developments should demonstrate that sustainable design standards are integral to the proposal. Core Strategy Policy 7 'Climate change and adapting to the effects' requires the Council to apply London Plan policies relevant to climate change.
- 6.70 Core Strategy Policy 8 'Sustainable design and construction and energy efficiency' outlines the Council's commitment to prioritising the reduction of the environmental impact of all new development. It outlines the focus on minimising the overall carbon dioxide emissions of the development while improving sustainability aspects through sustainable design and construction, to meet the highest feasible environmental standards during design, construction and occupation. Core Strategy Policy 8 therefore requires all new residential development to achieve a minimum of Level 4 Code for Sustainable Homes.

- 6.71 However, following a review of technical housing standards in March 2015, the government has withdrawn the Code for Sustainable Homes, elements of which will now be incorporated into building regulations. The requirement to meet code level with regard to energy performance and water efficiency has also since been absorbed into building regulations.

*b) Sustainable Urban Drainage and Flood Risk*

- 6.72 In accordance with Policy 5.13 'Sustainable drainage' of the London Plan, development should utilise sustainable urban drainage systems (SUDS) with the aim of achieving Greenfield run-off rates and ensuring that surface water run-off is managed as close to its source as possible.
- 6.73 The applicant has not provided a drainage strategy for the proposed development. This would be secured via condition.

Trees and Landscaping

- 6.74 Policy 7.4 'Local character' of the London Plan states development should contribute to a positive relationship between the urban structure and natural landscape features. Further to this, DM Policy 30 'Urban design and local character' requires applications to demonstrate that the proposed development would include the creation of a positive relationship to the existing townscape.
- 6.75 DM Policy 25 aims to ensure applicants consider landscaping and trees as an integral part of the application and development process. Good landscaping and the provision of trees have extensive benefits to humans and wildlife, create wildlife habitats and increase biodiversity, provide shelter from wind, sun and rain, and increase amenity by beautifying the natural landscape, townscape and public realm.
- 6.76 The applicant has provided a Tree Protection Plan and Arboricultural Assessment, indicating that no trees would be removed and trees on adjoining sites would be protected during construction works. These have reviewed by the Council's Tree Officer who has no objection to the proposed development providing that an Arboricultural Method Statement is recommended.
- 6.77 Boundary treatment and hard and soft landscaping will be secured via condition.
- 6.78 The application has also been reviewed by the Council's ecologist who has no objection to the proposed development.

Contaminated Land

- 6.79 The applicant has submitted a Preliminary Environmental Risk Assessment which has been reviewed by the council's Environmental Health Officer.
- 6.80 The Environmental Health Officer has recommended that a Site Contamination condition be attached to any approval.

**7.0 Local Finance Considerations**

- 7.1 Under Section 70(2) of the Town and Country Planning Act 1990 (as amended), a local finance consideration means:

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

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

7.3 The Mayor of London's CIL is therefore a material consideration. CIL is payable on this application and the applicant has completed the relevant form.

## **8.0 Community Infrastructure Levy**

8.1 On 1st of April 2015 the Council introduced its Local CIL to be implemented along with the existing Mayoral CIL. The charge will replace a number of financial contributions previously required through Section 106 Agreements.

8.2 CIL is chargeable on the net additional floorspace (gross internal area) of all new development. Under the CIL charging schedule, the amount of CIL payable for the SE6 postcode is £70/m<sup>2</sup> of new development. The Mayoral CIL is charged at £35/m<sup>2</sup> of new development. It is the Local Planning Authority's responsibility to collect CIL payments from new development.

## **9.0 Conclusion**

9.1 This application has been considered in the light of policies set out in the development plan and other material considerations.

9.2 The principle of the residential development on site is acceptable and meets the requirements of DM Policy 33.

9.3 It is considered that the proposal would make a valuable contribution to the delivery of housing within the borough. Officers are satisfied that the overall standard of accommodation and design quality would give rise to a high quality development.

9.4 In light of the above, the proposed development is considered to be acceptable and is recommended for approval.

## **10.0 RECOMMENDATION: GRANT PERMISSION subject to the following conditions:**

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

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

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

0011 A, 0012 A, 0310 A, 0311 A, 1011 D, 1021, 1012 C, 1013 B, 1020 A, 2110 C, 2111 C, 3112 B, 3116 A, 2016-XXXX-TR03, 2016-XXXX-TR05, 2016-XXXX-TR06, 2016-XXXX-TR07, 1611/61/AIA, 1611/61/TS, Proposed House Sections CC & DD 3B5P House Types, Design & Access Statement, Transport Note, Cil, MapSearch

Snapshot, Preliminary Environmental Risk Assessment & Arboricultural Impact Assessment.

**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 above ground level on site until a detailed schedule and specification/samples of all external materials and finishes/windows and external doors/roof coverings/other site specific features to be used on the building(s) have been submitted to and approved in writing by the local planning authority following provision of sample panels for review by officers on site. 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. 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. (a) Prior to occupation, a minimum of 10 secure and dry cycle parking spaces shall be provided within the development as indicated on the plans hereby approved.
- (b) All cycle parking spaces shall be 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) Prior to occupation, storage of refuse and recycling facilities for each residential unit shall be provided within the development as indicated on the plans hereby approved.
- (b) The facilities as approved shall be permanently retained and maintained.

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

7. (a) No development shall commence on site above ground level 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.

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

9. (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).

10. (a) The development shall be constructed with biodiverse living roofs laid out in accordance with plan nos. 1011 D, 1012 C, 1013 B and 1021 hereby approved and maintained thereafter.

(b) The living roofs shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

(c) Evidence that the roof has been installed in accordance with (a) shall be submitted to and approved in writing by the local planning authority prior to the first occupation of the development hereby approved.

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

11. (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).

12. Notwithstanding the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking, re-enacting or modifying that Order), no plumbing or pipes, other than rainwater pipes, shall be fixed on the external faces of the building.

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

13. No extensions or alterations to the 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).

14. Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), no windows (or other openings) shall be constructed in the any elevation of the building other than those expressly authorised by this permission.

**Reason:** To enable the local planning authority to regulate and control any such further development in the interests of amenity and privacy of adjoining properties in accordance with DM Policy 31 Alterations and extensions to existing buildings including residential extensions and DM Policy 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014).

15. The whole of the amenity space (including roof terraces and balconies) as shown on drawing nos. 1011 D hereby approved shall be retained permanently for the benefit of the occupiers of the residential units hereby permitted.

**Reason:** In order that the local planning authority may be satisfied as to the amenity space provision in the scheme and to comply with Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and DM Policy 32 Housing Design, layout and space standards DM Policy 3 Conversion of a single family house to two or more dwellings of the Development Management Local Plan (November 2014).

16. (a) No development shall commence above ground 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).

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

(i) A desk top study and site assessment to survey and characterise the nature and extent of contamination and its effect (whether on or off-site) and a conceptual site model have been submitted to and approved in writing by the local planning authority.

(ii) A site investigation report to characterise and risk assess the site which shall include the gas, hydrological and contamination status, specifying rationale; and recommendations for treatment for contamination encountered (whether by remedial works or not) has been submitted to and approved in writing by the Council.

(iii) The required remediation scheme implemented in full.

(b) If during any works on the site, contamination is encountered which has not previously been identified ("the new contamination") the Council shall be notified immediately and the terms of paragraph (a), shall apply to the new contamination. No further works shall take place on that part of the site or adjacent areas affected, until the requirements of paragraph (a) have been complied with in relation to the new contamination.

(c) The development shall not be occupied until a closure report has been submitted to and approved in writing by the Council.

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

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

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

18. (a) No development shall commence above ground level on site until a scheme for improvements (including lighting and landscape treatments and removal of the existing barrier at Castleton Road) to the pedestrian and vehicle access to the site from Castleton Road has been submitted to and approved in writing by the local planning authority.

(b) The development shall be carried out in accordance with the details approved under part (a) above and thereafter retained and maintained.

**Reason:** To ensure that the access road is of a safe and attractive 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), DM Policy 27 Lighting and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

19. (a) No development shall commence until details of the following works to the highway (including drawings and specifications) have been submitted to and approved in writing by the local planning authority:

- (i) works for the entry treatment to the access road, to include altering the kerb radius to improve intervisibility;
- (ii) installation of a raised table to reduce vehicle speeds and use of tactile paving, has been submitted to and approved in writing by the local planning authority.

(b) No building(s) shall be first occupied until the highways works referred to in paragraph (a) of this condition have been implemented in accordance with the details approved under the said paragraph (a).

**Reason:** In the interests of public and highway safety and to comply with the Policy 14 Sustainable movement and transport of the Core Strategy (June 2011).

20. (a) No development shall commence until a full Arboricultural Impact Assessment and Method Statement has been submitted to and approved in writing by the local planning authority. Such study shall consider the exact relationship between the proposed development and any existing trees on the site or adjacent, in line with the recommendations of BS 5837:2012 (Trees in Relation to design, demolition and construction - Recommendations).

The AIA should include survey data on all trees on the site, with reference to the British Standard and assess all interfaces between the development and trees, their root zones and their crowns and branches, i.e.:-

- Protection of trees within total exclusion zones.
- The location and type of protective fencing.
- The location of the main sewerage and water services in relation to trees.
- The location of all other underground services, i.e. gas, electricity and telecommunications.

- The locations of roads, pathways, parking and other hard surfaces in relation to tree root zones.
- Provision of design and engineering solutions to the above, for example, thrust boring for service runs; the use of porous surfaces for roads etc. and the remedial work to maintain tree health such as irrigation and fertilisation systems; the use of geotextile membranes to control root spread.
- Suggested locations for the site compound, office, parking and site access.
- The replacement planting necessary to compensate for any necessary losses.

(b) Drawings should also be submitted to show the location of any protective fencing, site compounds, means of access etc. and the study should contain a method statement for arboricultural works which would apply to the site.

(c) The development shall be implemented in accordance with the approved document.

**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 Development Management Local Plan (November 2014) DM Policy 25 Landscaping and trees, and DM Policy 30 Urban design and local character.

### **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. As you are aware the approved development is liable to pay the Community Infrastructure Levy (CIL) which will be payable on commencement of the development. An '**assumption of liability form**' must be completed and before development commences you must submit a '**CIL Commencement Notice form**' to the council. You should note that any claims for relief, where they apply, must be submitted and determined prior to commencement of the development. Failure to follow the CIL payment process may result in penalties. More information on CIL is available at: - <http://www.lewisham.gov.uk/myserVICES/planning/apply-for-planning-permission/application-process/Pages/Community-Infrastructure-Levy.aspx>
3. You are advised that all construction work should be undertaken in accordance with the "London Borough of Lewisham Code of Practice for Control of Pollution and Noise from Demolition and Construction Sites" available on the Lewisham web page.
4. The applicant be advised that the implementation of the proposal will require approval by the Council of a Street naming & Numbering application. Application forms are available on the Council's web site.