

Committee	PLANNING COMMITTEE A	
Report Title	153 NEW CROSS ROAD SE 14	
Ward	NEW CROSS	
Contributors	FELICITY TAIT	
Class	PART 1	22 nd June 2017

<u>Reg. Nos.</u>	DC/17/099960
<u>Application dated</u>	27.01.2017
<u>Applicant</u>	SeSixteen (Hatcham Park) Limited
<u>Proposal</u>	Demolition of the existing building and construction of a new three storey building plus basement comprising 8 self contained residential units (6x2 bedroom and 2x1 bedroom) with associated outdoor amenity space, landscaping and cycle storage at 153 New Cross Road SE14.
<u>Applicant's Plan Nos.</u>	<p>2984-L01 rev A; 2984-L02 rev A; 2984-P01 rev A; 2984-P02 rev A; 2984-P03 rev A; 2984-P04 rev A; 2984-P17 rev B; 2984-P21 rev A; 2984-P22 rev A; 2984-P23 rev A; 2984-P24 rev A; 2984-P25 rev B; 2984-P26 rev B; Design & Access Statement incorporating Heritage Statement (27 January 2017, Proun); Phase 1 Contamination Risk Assessment (Ground and Environmental Services Limited, December 2015); Construction Management Plan (27 January 2017, Proun); Transport Statement (Lanmore Consulting, September 2016); Sustainability Statement (27 January 2017, Proun); Planning Statement (Savills, January 2017); Living Roof Details (27 January 2017, Proun); External Materials Schedule (27 January 2017, Proun); Marketing Report (Kalmars Commercial, January 2017); Demolition Method Statement (27 January 2017, Proun); Appendix 3 Envirocheck Report (Ground and Environmental Services Limited, 8 December 2015)</p> <p>Heritage Statement (Prentice Morre Heritage) received 2 March 2017</p> <p>2984-P31 Rev G; 2984-L04 Rev A; 2984-P11 Rev G; 2984-P12 Rev G; 2984-P13 Rev G; 2984-P14 Rev E; 2984-P15 Rev B; 2984-P16 Rev D; 2984-P31 Rev D; CGI Image Long Section; CGI Image Street View; Daylight and Sunlight Assessment Rev 2 (T16 Design, March 2017); Front Boundary Treatment Analysis (22 March 2017, Proun) received 11 April 2017</p> <p>Noise Impact Assessment Rev B (19 May 2017, KP Acoustics) received 19 May 2017</p>

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| <u>Background Papers</u> | (1) Case File DE/414/153/TP
(2) Core Strategy (June 2011)
(3) Development Management Local Plan
(November 2014)
(4) London Plan (March 2015) |
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<u>Designation</u>	Hatcham Conservation Area
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<u>Screening</u>	N/A
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1.0 Property/Site Description

- 1.1 The site is located on the north side of Hatcham Park Road close to the junction with New Cross Road to the west. The site comprises of a single storey building to the rear and a paved forecourt. The building has been most recently used as a vehicle repair workshop and had previously been used as a petrol filling station.
- 1.2 The property is bounded to the west by the 3 storey Grade II listed The Five Bells Public House and to the east by a 2 storey, plus semi basement residence that forms part of an early Victorian terraced row of houses at 1-27 Hatcham Park Road. On the opposite side of Hatcham Park Road to the south are 3 storey Victorian buildings at 157 New Cross Road and 2-4 Hatcham Park Road, along with the modern residential development at 1-14 Smikle Court, Hatcham Park Mews.
- 1.3 To the north at the rear is a furniture warehouse at 147a New Cross Road beyond which lie further residential properties on Billington Road.
- 1.4 The site is within the Hatcham Conservation Area. The existing building is not listed or locally listed. The adjacent Five Bells Public House to the west of the site is Grade II listed. There are no other listed buildings or locally listed buildings in the vicinity.
- 1.5 The site is located within an area of archaeological priority. The site is not located within a high risk flood zone and has a PTAL rating of 6a, indicating excellent public accessibility.

2.0 Planning History

- 2.1 DC/17/097001 - Demolition of the existing building and construction of a new three storey building plus basement comprising 8 self contained 2 bedroom residential units with associated outdoor amenity space, landscaping and cycle storage at 153 New Cross Road SE14. Application withdrawn 21/09/2016 by the applicant as the design was considered unacceptable by officers and loss of employment floorspace had not been justified.

3.0 Current Planning Application

The Proposals

- 3.1 Permission is sought for the demolition of the existing building and the construction of a new three storey residential building and lower ground level to provide 8 self-contained residential units, comprising 6 x 2 bedroom and 2 x 1 bedroom flats.
- 3.2 The flats would consist of four duplex units across the lower ground and ground floor levels, with four lateral flats located on the first and second floor levels.

- 3.3 The front building line would be set back to respect the building line of 1-27 Hatcham Road. It would be built to the boundary on the western boundary, adjacent to the Five Bells Public House. On the eastern boundary, adjacent to the Hatcham Park Road terraces, it would be built to the boundary at ground level and set in on the upper floors. It would be setback from the rear boundary.
- 3.4 The proposed development will be constructed out of textured panel brick and facing brick on the upper levels and stack bond brick on the lower levels. Metal framed double glazed windows are also proposed, with black painted metal railing to be used to enclose the light wells.
- 3.5 The general access to the building would be provided from Hatcham Road. Ground floor units 1 and 4 have private entrances from the street.
- 3.6 Communal secure cycle parking with 12 spaces would be provided for Flats 2, 3, 5, 6, 7 and 8 at the rear of the ground floor. Flats 1 and 4 would each have 2 secure cycle parking spaces within the entrance hall of the dwelling.

4.0 Consultation

- 4.1 The Council's consultation exceeded the minimum statutory requirements and those required by the Council's adopted Statement of Community Involvement. However, during the assessment process it was noted that the residents of 1 Hatcham Road had not been sent a letter informing them of the application. As such, public notification was undertaken for a further 21 days.
- 4.2 Two site notices were displayed and letters were sent to the local ward councillors, residents and businesses in the surrounding area. The Victorian Society, Thames Water, TfL, Environmental Protection, Environmental Sustainability, Ecological Regeneration Manager, Environmental Health and Highways were also consulted.

Pre-Application Consultation

- 4.3 A pre-application meeting was undertaken for the demolition of the existing building and construction of a new three storey building plus basement comprising 8 self contained 2 bedroom residential units. The feedback provided stated that a number of positive revisions have been made to the scheme in line with the previous comments, however the applicant would still have to address comments in relation to height, scale, massing, elevational design, materiality, front boundary treatment, standard of accommodation and residential amenity to ensure that the development responded more appropriately to the local context and provided a better quality residential development.

Written Responses received from Local Residents and Organisations

- 4.4 Four (4) submissions were received. Two from the occupiers of 1 Hatcham Road and two (2) from the occupiers of the Five Bells. A summary of these objections is provided below:
- The Five Bells is a Grade II Listed Building and little consideration has been given to this.
 - The design and materials are not sympathetic to the Five Bells and the character of the Hatcham Conservation area.
 - That the Five Bells contributes to the architectural and historical standing of the area, as it stands as a standalone building detached from any other building. The

submissions contends that as the proposed development will be built to boundary it has not considered this relationship.

- The developer has not included the adjacent side properties within the sunlight and daylight assessment and the effect that the development will have on these windows in relation to the loss of sunlight and aspect.
- The proximity that the excavation for the development will be to to the boundary of the Five Bells, as this entrance provides many important functions for the Five Bells including fire exit route, exit and entrance for accommodation, the location for kitchen and pub deliveries and location for refuse collections.
- That the Five Bells Public House is an established and lawful commercial use and that the introduction of a residential use adjacent to the premises could affect the viability of the commercial use if it is no longer able to operate in its current capacity (public house use, live music, parties etc)
- That the development is an overdevelopment of the site by virtue of its mass and height and that it should be restricted to the same height as the existing terraces and the same building lines.
- That the development will result in a loss of parking within the area.
- That the amount of amenity space appears to be limited and also the quality of the basement units is questioned.
- The impact that the development will have on drainage on the street. As this is already an issue and any further development could make the issue worse.

Written Responses received from Statutory Agencies

- 4.5 TfL had no objections to the proposed development subject to delivery and servicing occurring on Hatcham Park Road and the submission of a construction logistics plan that ensures that the interests of TfL and their asset are ensured. The details of this can be confirmed through a discharge of condition application of which TfL will be a referral.

Highways and Transportation

- 4.6 Highways had no objection to the proposed development. There were some deficiencies in relation to the construction management plan and the details of the lightwell treatments and the cycle storage all of which can be overcome via submission of details by condition.

Ecological Regeneration

- 4.7 Ecological regeneration had no objection to the principle of the living roof that has been incorporated into the design of the development.

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.

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

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) updated 2016

The 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 3.8 Housing choice
- Policy 4.4 Managing industrial land and premises
- 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 5.11 Green roofs and development site environs
Policy 6.9 Cycling
Policy 6.12 Road network capacity
Policy 6.13 Parking
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.8 Heritage assets and archaeology

London Plan Supplementary Planning Guidance (SPG)

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

- Accessible London: Achieving an Inclusive Environment (2004)
- Housing (March 2016)
- Sustainable Design and Construction (2006)
- Planning for Equality and Diversity in London (2007)

London Plan Best Practice Guidance

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

- Development Plan Policies for Biodiversity (2005)
- Control of dust and emissions from construction and demolition (2006)
- Wheelchair Accessible Housing (2007)

Core Strategy

- 5.5 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
Core Strategy Policy 1 Housing provision, mix and affordability
Core Strategy Policy 5 Other employment locations
Core Strategy Policy 7 Climate change and adapting to the effects
Core Strategy Policy 8 Sustainable design and construction and energy efficiency
Core Strategy Policy 9 Improving local air quality
Core Strategy Policy 14 Sustainable movement and transport
Core Strategy Policy 15 High quality design for Lewisham
Core Strategy Policy 16 Conservation areas, heritage assets and the historic environment

Development Management Local Plan

- 5.6 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:

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

- DM Policy 1 Presumption in favour of sustainable development
- DM Policy 4 Conversions of office space and other B Use Class space into flats
- DM Policy 11 Other employment locations
- DM Policy 22 Sustainable design and construction
- DM Policy 28 Contaminated land
- 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
- DM Policy 35 Public realm
- DM Policy 36 New development, changes of use and alterations affecting designated heritage assets and their setting: conservation areas, listed buildings, schedule of ancient monuments and registered parks and gardens

Residential Standards Supplementary Planning Document (August 2006)

5.8 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.

Planning Obligations Supplementary Planning Document (February 2015)

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

Hatcham Conservation Area Supplementary Planning Document (2006)

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

6.0 Planning Considerations

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

- a) Principle of Development
- b) Design
- c) Housing
- d) Highways and Traffic Issues
- e) Noise
- g) Impact on Adjoining Properties

- h) Sustainability and Energy
- k) Planning Obligations

Principle of Development

- 6.1 Paragraph 197 of the National Planning Policy Framework states 'in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development'. DM Policy 1 of the Development Management Local Plan states that 'when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work proactively with applicants to find solutions which mean that proposals secure development that improves the economic, social and environmental conditions of the borough'.
- 6.2 The site was up until recently a vehicle repair garage and was previously before this used as a fuel station. Whilst not designated as a strategic industrial or employment site, the site does provide important local employment space. Core Strategy Policy 5 states that with regard to 'other employment locations' the Council will 'protect the scattering of employment locations throughout the borough outside Strategic Industrial Locations, Local Employment Locations and Mixed Use Employment Locations'. However, other uses including residential will be supported if it can be demonstrated that the site specific conditions including site accessibility, restrictions from adjacent land uses, building age, business viability and viability of redevelopment show that the site should no longer be retained in employment use'.
- 6.3 Policy DM11 of the Development Management Local Plan echoes Core Strategy Policy 5, by requiring high quality design, requiring contributions to training/ local employment schemes where there is a loss of local employment as a result of redevelopment and demonstration that the site has been shown to be no longer viable for commercial purposes through the submission of a marketing report. The supporting text to the policy notes that The London Plan SPG 'Land for Industry and Transport' (September 2012) considers that the time period for marketing should normally be for at least two years, which the Council supports, though notes that the timescales are indicative and will be applied flexibly according to the merits of each case.
- 6.4 Policy 3.4 'Optimising housing potential' of the London Plan seeks to optimise housing potential, taking into account local context and character, the design principles and public transport capacity. The site has a PTAL of 6a indicating excellent transport links with numerous bus routes within the immediate vicinity and the New Cross Gate rail station providing links into Central London. Residential use is a priority in London and the borough and it is considered that an additional 8 units would make a valuable contribution towards meeting the housing need, provided that the design of the proposal is appropriate, would have an acceptable impact on neighbouring amenity, the quality of the accommodation created is acceptable, and any impacts of the development are suitably mitigated.
- 6.5 The site was until recently occupied by a vehicle repair workshop and was previously used as a service station. The premises has been marketed since 3 June 2015 by KALMARs, being 18 months at the time of submission. The marketing report submitted states that the premises is in poor repair and occupies approximately half the site and has been marketed for a figure of £750,000 freehold or a rent of £18,000 per annum but attracted no interest. The report states that 23 viewings of the premises have occurred, with little demand from commercial occupiers wishing to retain the existing B2 use and no interest in using the site for alternative industrial uses. The reasons stated for the lack of interest in the site included that the existing vehicle repair workshop does not meet current MOT/mechanics garage requirements, the site has a restrictive layout, it is

unsuited to alternative employment uses due to the site constraints, it is standalone industrial development surrounded by residential development, it is too far from the New Cross Gate Station and it lacks a prominent position.

- 6.6 The report provides sale prices for office uses of a similar size however, these are not considered to give comparable figures given that they are already existing office developments and do not require significant redevelopment. However, it is acknowledged that it would be difficult to obtain comparable figures given the existing B2 use of the site and finding developments of a similar scale within the surrounding area. As such, it is considered that the price of £750,000 is reasonable for the size of the development given its constraints.
- 6.7 It is noted that the marketing of the site has only occurred for a period of 18 months. DM11 requires that development proposals that result in a loss of employment space provide evidence of marketing for a suitable amount of time, which is generally a minimum of 2 years, though can be a shorter duration. Officers are satisfied that despite this shortfall in the period of time that the site was advertised that no reasonable prospect of the site being used for an employment use has been exists, in accordance with NPPF paragraph 12.
- 6.8 In summary, it is considered that as the premises has been marketed unsuccessfully for 1.5 years, and given the evident site constraints, that a change of use would be acceptable subject to the provision of a high standard of design and a financial contribution towards local labour and business initiatives to offset the loss of employment. These matters are considered further below.

Design

- 6.9 Paragraph 63 of the National Planning Policy Framework 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', whilst 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'.
- 6.10 Core Strategy Policy 15 states that the Council will apply national and regional policy and guidance to ensure the highest quality design and the protection or enhancement of the historic and natural environment, which is sustainable, accessible to all, optimises the potential of sites and is sensitive to the local context and responds to local character.
- 6.11 The proposed development site is part of the Hatcham Conservation Area and is subject to an Article 4 direction. The existing vehicle repair workshop is not a building identified as having architectural value. In fact the existing building is considered to detract from the urban grain of the surrounding Hatcham Conservation Area. It is therefore considered that the demolition of the existing buildings is acceptable, provided that any replacement building is of a high quality and preserves or enhances the character of the Conservation Area.
- 6.12 It is noted that officers initially had some material concerns in relation to the elevational treatment, entrance, materiality, contextual analysis, light well and boundary treatments from the initial plans of the development submitted. These concerns were conveyed to the applicant and revised plans and drawings were provided, addressing these concerns.
- 6.13 The site transitions between the taller Five Bells Public House and Hatcham Park Road terraces, as such the proposed building's function in staggering the height between the sites is supported. The revised plans have resulted in a design that successfully ties the proposed scheme into the existing terraces, but also gives it its own identity within the

street scene through windows that reflect the proportions and aperture sizes of the existing terraced houses to the east. The introduction of a basket weaving pattern into the brickwork to accentuate the prominence of the two central bays of the facade has also created a vertical rhythm to the development that breaks up the mass of the building. Further vertical divisions through textured pattern brick, stack bonded brick and soldier brick courses have also been incorporated into the design.

- 6.14 The proposed dwelling is also setback from the Hatcham Park Road frontage at a distance that aligns with the adjacent terraces. Further, the building would be set back on the eastern boundary above ground floor level. This has helped to reduce impact on the adjacent terrace, particularly 1 Hatcham Park Road and the extension that sits to its rear. The boundary and light well treatment have also been amended to include brick walls with header course cappings to enclose the refuse bins and black painted metal railings across the front of the lightwells, both of which now reflect the typology of the local context.
- 6.15 As a result of the revisions officers are content with how the scheme has progressed and the ultimate outcome that is currently being assessed and recommended for approval.
- 6.16 Overall, the contemporary approach to design has resulted in a high quality development that will make a positive contribution to the Hatcham Conservation Area and enhance the setting of the Five Bells Public House. It is noted that materials would need to be approved by way of condition in order to ensure compliance with the approved plans and the delivery of the high quality scheme indicated.

Housing

- 6.17 This scheme contains 8 self-contained residential units, comprising 6 x 2 bedroom and 2 x 1 bedroom flats. It is noted that Core Strategy 1 specifies that there is a preference for 3 bedroom family dwellings. The proposed development does not include any 3 bedroom family dwellings. However, Core Strategy 1 also states that in some circumstances the provisioning of such accommodation may not be suitable (i.e) high PTAL rating and site constraints. The proposed development is characterised by having a high PTAL rating of 6a, which enables future residents to easily access public transport. Additionally, constraints of the site have meant that amenity space that is usually associated with a 3 bedroom accommodation unit is not possible. Notwithstanding this point and discussed further in the report, sufficient amenity space has been provided for each unit. No affordable housing is required for a scheme of this size, as it is below 10 units.
- 6.18 The London Plan sets out minimum floor space standards for dwellings of different sizes (Policy 3.5). These are based on the minimum gross internal floor space required for new homes relative to the number of occupants and taking into account commonly required furniture and spaces needed for different activities and circulation. The quality of the proposed accommodation needs to be carefully considered in relation to the Nationally Prescribed Housing Standards, the Council's Development Management Plan and the London Plan. The London Housing SPG is also a material consideration, and contains further guidance on internal layout. A one bedroom, 2 person dwelling should have a GIA of 50 sqm, a two bedroom, 3 person dwelling 61 sqm and a 2 bedroom, four person on one level 70 sqm or 81 sqm over 2 levels. The units proposed each provide a GIA in excess of the minimum London Plan standards. Internally the room sizes and heights accord with the guidance set out in London Plan Housing SPG and the layouts are considered to be acceptable.
- 6.19 DM Policy 32 states new build development will be required to be provided with a readily accessible, secure, private and usable external space and include space suitable for children's play. The Housing SPG standard 26 and 27 indicates that this should be 5m²

for 1-2 person dwellings and 1 sqm for each additional occupier, as well as a minimum 1.5m width for balconies. The proposed development complies with these minimum standards with the Units 1, 2, 3 and 4 that are located on the ground and lower ground floor exceeding this requirement by virtue of the ground floor gardens. Units 5, 6, 7 and 8 also contain sufficient amenity space with their respective balconies. As such the amenity space is considered acceptable.

- 6.20 It is noted that no wheelchair accessible units have been proposed as part of this development. The London Plan specifies that 10% of the total development product should enable wheelchair access, which would equate to 0.8 units in this case. However, National Planning Policy Guidance states that planning policies should also take into account site specific factors which may make a specific site less suitable for wheelchair housing, particularly where step free access cannot be achieved or is not viable. Given the scale of the development, which means that lift provision is not required under building regulations, this non-compliance is not considered to warrant refusal. Notwithstanding this non- compliance, it is highlighted that the development would comply with the Lifetime Home requirements, now subsumed within the building regulations.
- 6.21 In terms of outlook, all units would be dual aspect. The duplex units are organised with bedrooms on the lower ground floor and the main habitable rooms on the ground floor. Further the daylight and sunlight report submitted with the application shows that all rooms, including at the lower ground level, will be in excess of the minimum light requirements recommended by the British Standard and BRE Guidance.
- 6.22 On balance, it is considered that the units would provide a good standard of accommodation and comply with DM Policies 32 and 33, London Plan Policy 3.5 and the London Plan Housing SPG.

Highways and Traffic Issues

a) Access

- 6.23 Access to the development will be via a main central entrance from Hatcham Park Road to the main lobby area that services Flats 2, 3, 5, 6, 7 and 8. Two subsidiary paths also provide access from Hatcham Park Road to Flats 1 and 4. Officers raise no objection to the access arrangements.

b) Cycle Parking

- 6.24 The Residential Development Standards SPD states that for all new development, cycle parking should be integrated into the scheme. Communal secure cycle parking with a total of 12 spaces is provided for Flats 2, 3, 5, 6, 7 and 8 at the rear of the ground floor. Flats 1 and 4 each have 2 secure cycle parking spaces within the entrance hall of the dwelling. The numbers proposed are not compliant with the London Plan, a shortfall of 2 spaces. However given the site's PTAL rating of 6a this shortfall is considered to be acceptable. The cycle storage has been proposed at the end of the entrance hallway where the stairs begin, this is considered to be a functional location for the storage in close proximity to the communal internal stairs.

c) Car Parking

- 6.25 London Plan Table 6.2 Car parking standards states that all residential developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit. However, this also depends of the size of the unit; 1 and 2 bed units should be seeking to provide less than 1 space per unit. DM Policy 29 states that it requires parking standards in accordance with Core Strategy Policy 14 'Sustainable movement

and transport', which states that the Council will take a restrained approach to parking provision.

- 6.26 The applicant has not proposed any off-street parking for the proposed development. Given that the site is located in an area with a PTAL rating of 6a and is well serviced by numerous bus routes, in addition to the New Cross Gate train station, car free development in this location and of this scale is considered acceptable.

d) Refuse and servicing

- 6.27 Communal refuse and recyclable storage is proposed for Units 2, 3, 5, 6, 7 and 8 in the form of 2 x 1100 litre wheeled Eurobins within enclosures by the entrance door from the street. Flats 1 and 4 have private refuse and recyclable storage by the entrances to each dwelling. Separate bins are provided for general refuse and mixed dry recyclables. All external bins are set within brick walled enclosures by the entrance doors, and access is available directly from Hatcham Park Road for bin collection.

Noise

- 6.28 DM Policy 26 states that new noise sensitive developments are to be located away from existing or planned sources of noise pollution, except if it can be demonstrated through design or mitigation that:

- i. internal and external noise levels can be satisfactorily controlled and managed by the noise sensitive development; and*
- ii. there will be no adverse impact on the continued operation of any existing or proposed business or operation.*

- 6.29 The retention of the adjacent Public House (Five Bells) in its current operational capacity was a concern to officers. Thus, a noise impact assessment was requested in order to demonstrate and ensure that the new dwellings (sensitive receptors) created as part of this development proposal would achieve sound insulation that complies with the Building Regulations, taking into account the The Five Bells and its current operational uses (including live misuc). This report was reviewed by the Council's Environment and Health Noise Officer who was satisfied that the noise from the existing Public House would not compromise the quality of life of the residents of the proposed development thereby preventing the possibility of complaints from future occupiers against the pub.

- 6.30 In order to further ensure the protection of future residents from the noise generated from the adjacent Public House, the standard noise condition has been amended to make specific reference to the south side of the development and the requirement for sound insulation and rapid ventilation.

Impact on Adjoining Properties

- 6.31 The NPPF states in its core principles that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. London Plan policy 7.6 additionally states that development should not cause unacceptable harm to the amenity of neighbouring buildings in relation to loss of privacy or overshadowing.

- 6.32 Locally, Policies DM31 & DM32 of the Development Management Local Plan require that development adjacent to dwellings should be neighbourly and result in no significant loss of privacy, outlook, and amenity (including sunlight and daylight) to adjoining houses and their back gardens.

- 6.33 The representations received were from both adjacent side properties, namely the Five Bells and 1 Hatcham Road and raised concerns in relation to massing and setback of the building and the impact that the development would have on the quality of their daylight and sunlight. In relation to daylight and sunlight the applicant submitted an amended Daylight and Sunlight report that specifically referenced the Five Bells and 1 Hatcham Road to ascertain if the development would materially affect these properties. The report surmised that the development would have some impact on these properties in relation to daylight to windows and the rear garden amenity space, however this reduction was still well within the acceptable limits prescribed by the BRE. As such, although it is acknowledged that there will be some reduction in the amount of sunlight and daylight that is cast over the respective adjacent sites, this is within the relevant standards and thus is considered to be acceptable.
- 6.34 The proposed development's massing and setbacks have been informed by the adjacent properties, with the front building line setback respecting the building line of the existing terraces at 1-27 Hatcham Road. Having regard to the massing and setback to the Five Bells, the proposed development will be built to boundary on this elevation as a flank wall (with no windows). Given that the main public house building (which is three storeys) is setback approximately 4 metres from the shortest western elevation of the proposed building and the ground floor level will be located behind an existing boundary wall, the impacts that the proposed development will have on the Five Bells are considered to be acceptable.
- 6.35 It is noted that 1 Hatcham Road has a reasonably large single storey extension that is built to the boundary. The proposed development has been designed to be mindful of this extension with the upper floors setback and in to the east and north eastern corner to align with the rear wall of the existing terraces. Only the lower ground floor level and the ground floor level will be built to boundary. It is noted that this ground floor extension will be located behind the existing boundary wall and thus will not be visible from 1 Hatcham Park Road. Further, no windows will be located in the flank wall adjacent to 1 Hatcham Road and thus there will be no overlooking or privacy concerns that will result.
- 6.36 In relation to 147a New Cross Road. This site is used as a warehouse, although evidence suggests that it could be being unlawfully used for accommodation purposes. As such, a site development notification was placed outside the entrance steps to this building in order to ensure that if there were any residents living (admittedly unlawfully) in the building that they were informed of the development. However, no objections were received. Further, the development is considered to be sufficiently setback from this boundary and the roof lights of 147a New Cross Road that are located within the roof elevation, by virtue of their orientation, will not enable overlooking to or from the proposed development.
- 6.37 It is considered that the proposed building, although taller than the existing vehicle repair workshop building, will have a limited impact to the surrounding properties as a result of its considered design, massing and setbacks that has addressed and responded to the constraints of the site.

Sustainability and Energy

- 6.38 The application is supported by a Sustainability Statement which confirms that the proposed development meets the equivalent requirements of Code Level 4 of the Code for Sustainable Homes in relation to energy saving and water efficiency. Although the Code for Sustainable Homes no longer applies, the requirements of Core Strategy Policy 8 - Sustainable design and construction and energy efficiency are still applicable and the submitted details confirm that the scheme will meet the equivalent Building Regulations requirements. As such, officers raise no objection to the development on the basis on sustainability.

Planning Obligations

- 6.39 The National Planning Policy Framework (NPPF) states that in dealing with planning applications, local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. It further states that where obligations are being sought or revised, local planning authorities should take account of changes in market conditions over time and, wherever appropriate, be sufficiently flexible to prevent planned development being stalled. The NPPF also sets out that planning obligations should only be secured when they meet the following three tests:
- (a) Necessary to make the development acceptable
 - (b) Directly related to the development; and
 - (c) Fairly and reasonably related in scale and kind to the development
- 6.40 Paragraph 122 of the Community Infrastructure Levy Regulations (April 2010) puts the above three tests on a statutory basis, making it illegal to secure a planning obligation unless it meets the three tests.
- 6.41 The site was up until recently a vehicle repair garage and was previously before this used as a fuel station. Whilst not designated as a strategic industrial or employment site, the site does provide important local employment. Policy DM11 of the Development Management Local Plan echoes Core Strategy Policy 5 which requires contributions to training/ local employment schemes to be made where there is a loss of local employment as a result of redevelopment.
- 6.42 The Planning Obligations Supplementary Planning Document (February 2015) provides detailed guidance on the likely type and quantum of financial obligations necessary to mitigate the impacts of different types of development. Section 3.4.17 of the SPD seeks a figure of £10,000 for every job that is lost to go towards creating training and employment opportunities in the borough. However, in this instance, the applicant was unable to identify how many people were employed previously on the site. The SPD states that should this occur guidance can be sought through the Employment Density Guide. In accordance with this guide, given that the use is considered to be a B2 use, a density of 36 per FTE has been applied. From using the GIA figure on the application form, the existing B2 use has a GIA of 141.9m². Therefore as a result of the redevelopment of the site, the employment loss will be 3.9417 FTE. In accordance with Planning Obligations SPD £10,000 per FTE job loss has been applied to the 3.9417 FTE figure. As such the planning obligation figure for the loss of employment is £39,416.67.
- 6.43 The generation and the requirement of this contribution is considered to meet the NPPF's planning obligations tests. The contribution is necessary to offset the loss of B2 employment space, is directly related to the development and the contribution figure has been fairly generated using established FTE densities that are directly reflective of the use of the site.
- 6.44 The applicant, in order to offset the impact of the development has provided a unilateral undertaking with the following obligation:
- Employment: A financial contribution of £39,416.67 towards local labour and business initiatives to be payable on commencement of development. In addition, the Standard Local Labour clause seeks to encourage developers to use best endeavours to use local labour during the construction process.

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

7.0 Local Finance Considerations

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

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

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

7.4 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 Equalities Considerations

8.1 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.

8.2 The protected characteristics under the Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

8.3 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.

8.4 The Equality and Human Rights Commission has recently issued Technical Guidance on the Public Sector Equality Duty and statutory guidance entitled "Equality Act 2010 Services, Public Functions & Associations Statutory Code of Practice". The Council must have regard to the statutory code in so far as it relates to the duty and attention is drawn to Chapter 11 which deals particularly with the equality duty. The Technical Guidance also covers what public authorities should do to meet the duty. This includes steps that are legally required, as well as recommended actions. The guidance does not have statutory force but nonetheless regard should be had to it, as failure to do so without compelling reason would be of evidential value. The statutory code and the technical guidance can be found at: <http://www.equalityhumanrights.com/legal-and-policy/equality-act/equality-act-codes-of-practice-and-technical-guidance/>

8.5 The Equality and Human Rights Commission (EHRC) has previously issued five guides for public authorities in England giving advice on the equality duty:

1. The essential guide to the public sector equality duty

2. Meeting the equality duty in policy and decision-making
3. Engagement and the equality duty
4. Equality objectives and the equality duty
5. Equality information and the equality duty

- 8.6 The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at: <http://www.equalityhumanrights.com/advice-and-guidance/public-sector-equality-duty/guidance-on-the-equality-duty/>
- 8.7 The planning issues set out above do not include any factors that relate specifically to any of the equalities categories set out in the Act, and therefore it has been concluded that there is no impact on equality.

9.0 Conclusion

- 9.1 This application has been considered having regard to the policies set out in the Development Plan and other material considerations.
- 9.2 Officers consider that the loss of employment use has been adequately justified and redevelopment of the site for residential use would result in a high quality development. The scheme is therefore considered acceptable, subject to the imposition of conditions and obligations, all of which are necessary in order to overcome issues highlighted throughout the report as well to capture those elements that are vital for delivery of the scheme to the high standard envisaged in the application.

10.0 RECOMMENDATION (A)

- 10.1 To agree the proposals subject to the satisfactory completion of a legal agreement under Section 106 of the 1990 Act (and other appropriate powers) to cover the following principal matters including other such amendments as considered appropriate to ensure the acceptable implementation of the development:
- Payment of £39,416.67 toward Employment and Training to mitigate for the loss of the existing B2 Vehicle Repair Workshop; and
 - Council's reasonable legal and monitoring fees.

RECOMMENDATION (B)

- 10.2 Upon the completion of a satisfactory legal agreement in relation to the matters set out above, authorise the Head of Planning to Grant Permission subject to the following conditions:-
1. The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which the permission is granted.
- Reason:** As required by Section 91 of the Town and Country Planning Act 1990.
2. The development shall be carried out strictly in accordance with the application plans, drawings and documents hereby approved and as detailed below:

2984-L01 rev A; 2984-L02 rev A; 2984-P01 rev A; 2984-P02 rev A; 2984-P03 rev A; 2984-P04 rev A; 2984-P17 rev B; 2984-P21 rev A; 2984-P22 rev A; 2984-P23 rev A;

2984-P24 rev A; 2984-P25 rev B; 2984-P26 rev B; Design & Access Statement incorporating Heritage Statement (27 January 2017, Proun); Phase 1 Contamination Risk Assessment (Ground and Environmental Services Limited, December 2015); Construction Management Plan (27 January 2017, Proun); Transport Statement (Lanmore Consulting, September 2016); Sustainability Statement (27 January 2017, Proun); Planning Statement (Savills, January 2017); Living Roof Details (27 January 2017, Proun); External Materials Schedule (27 January 2017, Proun); Marketing Report (Kalmars Commercial, January 2017); Demolition Method Statement (27 January 2017, Proun); Appendix 3 Envirocheck Report (Ground and Environmental Services Limited, 8 December 2015)

Heritage Statement (Prentice Morre Heritage) received 2 March 2017

2984-P31 Rev D; 2984-L04 Rev A; 2984-P11 Rev G; 2984-P12 Rev G; 2984-P13 Rev G; 2984-P14 Rev E; 2984-P15 Rev B; 2984-P16 Rev D; 2984-P31 Rev D; CGI Image Long Section; CGI Image Street View; Daylight and Sunlight Assessment Rev 2 (T16 Design, March 2017); Front Boundary Treatment Analysis (22 March 2017, Proun) received 11 April 2017

Noise Impact Assessment Rev 1 (2 May 2017, KP Acoustics) received 9 May 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 the developer has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation, which has been submitted to and approved in writing by the local planning authority.

Reason: To ensure adequate access for archaeological investigations in compliance with Policies 15 High quality design for Lewisham and 16 Conservation areas, heritage assets and the historic environment of the Core Strategy (June 2011) and Policy 7.8 of the London Plan (July 2011)

4. 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 relates 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) No development (including demolition of existing buildings and structures) shall commence until each of the following have been complied with:-
 - (i) A desk top study and site assessment to survey and characterise the nature and extent of contamination and its effect (whether on or off-site) and a conceptual site model have been submitted to and approved in writing by the local planning authority.
 - (ii) A site investigation report to characterise and risk assess the site which shall include the gas, hydrological and contamination status, specifying rationale; and recommendations for treatment for contamination encountered (whether by remedial works or not) has been submitted to and approved in writing by the Council.
 - (iii) The required remediation scheme implemented in full.
- (b) If during any works on the site, contamination is encountered which has not previously been identified ("the new contamination") the Council shall be notified immediately and the terms of paragraph (a), shall apply to the new contamination. No further works shall take place on that part of the site or adjacent areas affected, until the requirements of paragraph (a) have been complied with in relation to the new contamination.
- (c) The development shall not be occupied until a closure report has been submitted to and approved in writing by the Council.

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

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

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

6. (a) The building shall be designed so as to provide sound insulation against external noise and vibration, to achieve levels not exceeding 30dB LAeq (night) and 45dB LAmix (measured with F time weighting) for bedrooms, 35dB LAeq (day) for other habitable rooms, with window shut and other means of ventilation provided, including a requirement for rapid ventilation within the bedrooms on the south side of the development. This rapid ventilation will need to consider

the intake of air away from the main road to minimise the impact of poor air quality. External amenity areas shall be designed to achieve levels not exceeding 55 dB LAeq (day) and the evaluation of human exposure to vibration within the building shall not exceed the Vibration dose values criteria 'Low probability of adverse comment' as defined BS6472.

- (b) Development shall not commence above ground level until details of a sound insulation scheme complying with paragraph (a) of this condition have been submitted to an approved in writing by the local planning authority.
- (c) The development shall not be occupied until the sound insulation scheme approved pursuant to paragraph (b) has been implemented in its entirety. Thereafter, the sound insulation scheme shall be maintained in perpetuity in accordance with the approved details.

Reason: To safeguard the amenities of the occupiers of the proposed dwellings and to comply with DM Policy 26 Noise and vibration, DM Policy 31 Alterations and extensions to existing buildings including residential extensions, 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).

7. No development shall commence above ground level on site until a detailed schedule and specifications of all external materials and finishes, windows, external doors, roof coverings and other site specific features to be used on the building have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

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

8. (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).

9. (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).

10. (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).

11. (a) The development shall be constructed with a biodiversity living roof laid out in accordance with plans 2984-P17 rev B and 2984-P12 Rev G and document Living Roof Details (27 January 2017, Proun) hereby approved.
- (b) Details with respect to the appropriate biodiverse living roof wild flower species to be plug, planted and seeded are to be submitted to and approved in writing by the local planning authority prior to the undertaking of any development works.
- (c) 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.
- (d) 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).

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

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

13. (a) No part of the development hereby approved shall be occupied until such time as a user's Travel Plan, in accordance with Transport for London's document 'Travel Planning for New Development in London' has been submitted to and approved in writing by the local planning authority. The development shall operate in full accordance with all measures identified within the Travel Plan from first occupation.

- (b) The Travel Plan shall specify initiatives to be implemented by the development to encourage access to and from the site by a variety of non-car means, shall set targets and shall specify a monitoring and review mechanism to ensure compliance with the Travel Plan objectives.
- (c) Within the timeframe specified by (a) and (b), evidence shall be submitted to demonstrate compliance with the monitoring and review mechanisms agreed under parts (a) and (b).

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

14. The development hereby approved shall not be occupied until the redundant vehicular crossovers on Hatcham Park Road have been removed, and the footpath restored, at the developer's expense.

Reason: In order to ensure that redundant crossovers do not inhibit the operational functionality of highways and removes potential vehicular conflicts to comply with the Policy 14 Sustainable movement and transport of the Core Strategy (June 2011).

15. 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 front elevation of the building(s).

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).

16. No extensions or alterations to the building 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).

17. 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 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, 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).

18. The whole of the amenity space (including balconies) 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 of the Development Management Local Plan (November 2014)

19. No deliveries in connection with construction works shall be taken at or despatched from the site other than between the hours of 8 am and 6 pm on Mondays to Fridays and 8 am and 1 pm on Saturdays and not at all on Sundays or Public Holidays.

No work shall take place on the site other than between the hours of 8 am and 6 pm on Mondays to Fridays and 8 am and 1 pm on Saturdays and not at all on Sundays or Public Holidays.

Reason: In order to safeguard the amenities of adjoining occupants at unsociable periods and to comply with Paragraph 120 of the National Planning Policy Framework and DM Policy 26 Noise and Vibration, and DM Policy 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014).

Informatics

- A. **Positive and Proactive Statement:** The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, positive discussions took place which resulted in further information being submitted.
- B. 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>
- C. It is noted that the submitted Construction Management Plan is missing the following details:
- a plan showing where safe and legal loading can take place
 - delivery vehicle routing (swept path analysis may be required to demonstrate that delivery vehicles can access the development dependent on the location)
 - details of the number of deliveries and the times when deliveries and servicing takes place
 - details of how deliveries could be managed to reduce the number of trips and use more sustainable modes, where possible.

The applicant shall address these omissions as part of the Construction Management Plan condition.

- D. In relation to cycle parking, the applicant be advised that two (2) tier Josta stands require at least 2.5m of clearance in front of the racks. The plans suggest only 1.8m would be provided that applicant should revise the cycle parking plans to accommodate a sufficient amount of room.

- E. That the vegetation planted (plug plants and seeds) on the living roof be consistent with the 'Proposed Seed Mix for Green Roofs London' information requirements sent to you via email.