

Committee	PLANNING COMMITTEE C	
Report Title	Endwell Road – Garages at Crossway Court, Endwell Road, London SE4 2NE	
Ward	Telegraph Hill	
Contributors	Holly Lucas	
Class	PART 1	29 <sup>th</sup> March 2018

<u>Reg. Nos</u>	(A) DC/17/105055
<u>Application Dated</u>	18 December 2017
<u>Applicant</u>	Ms Denise Lindsay for Lewisham Homes on behalf of Lewisham Council
<u>Proposal</u>	The demolition of one (1) existing single storey garage block comprised of eleven (11) garages and a screen wall at Crossway Court, Endwell Road SE4 2NE and the construction of a part three/part four storey building to provide nine (9) residential units comprised of 5 x 3 bed, 2 x 2 bed and 2 x 1 bed self contained units, together with the landscaping, refuse, sixteen (16) secure cycle parks, eight (8) external cycle stands and nine (9) car parks.
<u>Applicant's Plan Nos</u>	1540_PL_020 (Rev A): 1540_PL_021 (Rev /): 1540_PL_022 (Rev A): 1540_PL_120 (Rev D): 1540_PL_121 (Rev C): 1540_PL_122 (Rev B): 1540_PL_123 (Rev B): 1540_PL_124 (Rev A): 1540_PL_220 (Rev C): 1540_PL_300 (Rev A): Design And Access Statement: Planning Statement: Arboricultural Survey: Daylight and Sunlight Report: Environmental Desk Study and Preliminary Risk Assessment: Transport Statement.
<u>Background Papers</u>	(1) Case File DE/54/18/TP (2) Development Management Local Plan (adopted November 2014) and Core Strategy (adopted June 2011)
<u>Designation</u>	PTAL 4 Local Open Space Deficiency Adjacent/Affecting Conservation Area Not a Listed Building C Road

## **2.0 Property/Site Description**

- 2.1 This is an application by Lewisham Homes on behalf of Lewisham Council. The site is a 2700m<sup>2</sup> site located in Brockley. The site is bound by Vesta Road to the north and Telegraph Hill Conservation Area beyond, Endwell Road to the east, an existing five (5) storey residential development (Crossway Court) to the south and existing semi-detached houses to the west, which are within the Telegraph Hill Conservation Area.
- 2.2 The site slopes downward from west to east and more gradually from north to south. It is currently occupied by an existing single storey garage block comprised of eleven (11) garages and a screen brick wall framing the northern and eastern boundaries.

- 2.3 Endwell Road consists of predominately two (2) storey semi-detached houses and Crossway Court, which is an existing part three/part five storey residential development. Vesta Road supports three (3) storey Victorian terraced style residential housing, which form part of the Telegraph Hill Conservation Area and are comprised of primarily tile and brick cladding external facades.
- 2.4 The Telegraph Hill Park, Nunhead Cemetery, Hilly Fields Park, Peckham Rye Park and Brockley and Ladywell Cemeteries are all located within 2 miles of the subject site.
- 2.5 The site does not lie within a protected viewing corridor and is not within the setting of a listed building. It is not located within a Conservation Area; however, it is adjoining the Telegraph Hill Conservation area.
- 2.6 The site and surrounding area has a Public Transport Accessibility Level (PTAL) rating of 4, where 0 is worst and 6b is best. It is close proximity to Brockley Overground Station, New Cross Gate Overground Station and Nunhead Overground Station and it is serviced by a number of bus routes.

### **3.0 Relevant Planning History**

No relevant planning history.

### **4.0 Background**

- 4.1 Lewisham Homes is acting as the development agent of Lewisham Council as part of the Council's strategy to deliver as much new affordable housing as possible. In 2012 the Council agreed its New Homes, Better Places programme to deliver 2,000 new affordable homes for Lewisham residents in housing need, including 500 new Council homes at social rent.
- 4.2 This programme responds to the on-going housing in crisis in London that is felt most acutely by those with the lowest incomes and the least recourse to access market products. In Lewisham this is expressed most clearly in the fact that 1,900 Lewisham households are homeless and housed in temporary housing of varying kinds. This number has doubled since 2010/11 and has been driven principally by the withdrawal of Government capital funding for new affordable homes, leading to a drop in supply and fewer homes for the Council to use to meet its duties to homeless households.
- 4.3 It was in that context the Lewisham Council initiated its own housebuilding programme to deliver the first new Council homes in the borough for a generation. It is backed by £100m of Council investment, with the new homes being delivered on the Council's behalf principally by Lewisham Homes on a number of small "infill" sites around the borough.
- 4.4 This application is one of the schemes that contribute to this programme, and if approved will contribute nine (9) new homes as part of the 500 Council home target for social rent.

### **5.0 Current Planning Application**

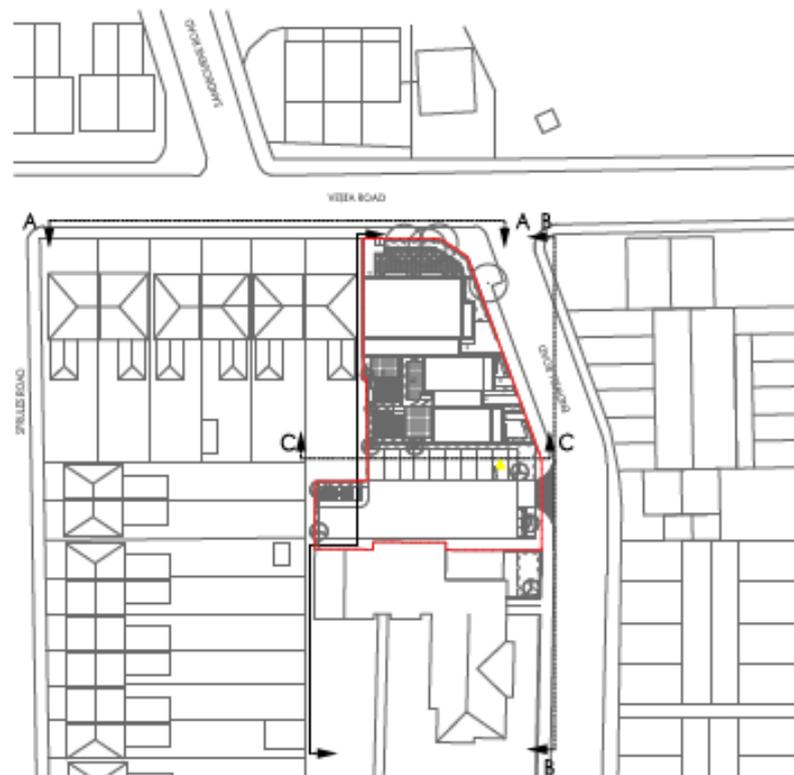
#### The Proposal

- 5.1 Planning permission is sought for the development of the garage site on the corner of Endwell Road and Vesta Road for residential purposes. The proposal includes the demolition of an existing single storey garage block comprised of eleven (11) garages and a screen brick wall framing the northern and eastern boundaries, to allow for the redevelopment of a part three/part four storey residential building comprising nine (9) new

(100% affordable, social rent) residential units, together with landscaping, refuse, sixteen (16) secure cycle parks, eight (8) external cycle stands and nine (9) car parking spaces.

- 5.2 The residential accommodation proposed will provide a mix of 5 x 3 bed, 2 x 2 bed and 2 x 1 bed self-contained units, landscaping, refuse, sixteen (16) secure cycle parks, eight (8) external cycle stands and nine (9) car parking spaces.
- 5.3 The proposed residential dwellings will be owned and managed by Lewisham Homes on behalf of Lewisham Council.

**Figure 1: Proposed Site Plan**



### Building

- 5.4 One (1) part three/part four storey building is proposed on the subject site, which will address Endwell Road with a four (4) storey height and Vesta Road with a three (3) storey height. The height of the building has been reduced throughout pre-application discussions and subsequently agreed on with Officers. The proposal includes nine (9) affordable, residential units.
- 5.5 The proposed building incorporates a flat roof design. A number of pitched roof designs were explored throughout the design and pre-application process, however were deemed inappropriate due to the over complication of the Vesta Road elevation and unsuccessful relationship to the dwellings within the Telegraph Hill Conservation Area. The flat roof across the entire building is supported from a design perspective as it helps to reduce the overall height and creates a coherent form. The flat roof design also supports sustainability requirements such as water attenuation, SUDS and Living Roof.
- 5.6 The proposed building will be constructed using a mixture of materials including London stock brick, light brick for bays and hinge elements, glass canopies over entrances, glass balustrades to balconies and terraces, stone lintels and full height windows.

- 5.7 No wheelchair units are proposed within the development due to the slope of the site meaning that a wheelchair could not successfully access their unit from Vesta Road. Wheelchair parking on Vesta Road was also deemed unachievable. Throughout pre-application discussions, Officers agreed a split-level family unit as opposed to a wheelchair unit was appropriate.
- 5.8 The proposal includes 5 x 3 bed, 2 x 2 bed and 2 x 1 bed self-contained units.
- 5.9 Due to the level change across the site and the requirement for step free access from the street, the Ground Floor includes split-level and duplex two storey flats. The Ground Floor includes the first storey of Unit 3 (3 bed/6 person) and its associated amenity space, first storey of Unit 1 (3 bed/5 person) and its associated amenity space and first floor of Unit 2 (3 bed/5 person) and its associated amenity space. The remainder of the Ground Floor includes the provision of communal refuse and secure cycle storage for sixteen (16) cycles.
- 5.10 The proposed First Floor will accommodate the second storey of Unit 1, Unit 2 and Unit 3.
- 5.11 The Second Floor includes the first storey of Unit 4 (3 bed/5 person), first storey of Unit 5 (3 bed/5 person), Unit 6 (1 bed/2 person) and its associated amenity space and Unit 7 (2 bed/4 person), which does not propose any amenity space.
- 5.12 The Third Floor includes the second storey of Unit 4 (3 bed/5 person), second storey of Unit 5 (3 bed/5 person), Unit 8 (1 bed/2 person) and its associated amenity space and Unit 9 (2 bed/4 person), which does not propose any amenity space.
- 5.13 Throughout pre-application and design discussions it was agreed with Officers that balconies on the rear elevation would give rise to overlooking of the private gardens that serve the below units and existing nearby rear gardens. Options for balconies to both of these flats were presented to Officers, however these options were rejected on overlooking, loss of privacy to the rear and design and conservation concerns. Balconies on the Vesta Road elevation were also considered to be objectionable. Officers therefore suggested the internalisation of the required amenity space be explored where it is not possible to provide elsewhere. Refer to Table 1 below for residential tenure and space and amenity standards.

**Table 1: Residential Tenure and Space and Amenity Standards**

<b>Proposed Unit</b>	<b>No of Beds/Persons</b>	<b>GIA (m2)</b>	<b>London Plan Min (m2)</b>	<b>Amenity (m2)</b>	<b>Housing SPG (m2)</b>
Unit 1	3b/5p (duplex)	102.6	93.0	53.0	8.0
Unit 2	3b/5p (duplex)	102.6	93.0	27.0	8.0
Unit 3	3b/6p (split level)	121.9	102.0	41.0	9.0
Unit 4	3b/5p (unit)	104.0	93.0	8.2	8.0
Unit 5	3b/5p (unit)	104.0	93.0	8.0	8.0
Unit 6	1b/2p (unit)	52.5	50.0	8.7	5.0
Unit 7	2b/4p (unit)	86.7	70.0	NIL	7.0
Unit 8	1b/2p (unit)	52.5	50.0	8.0	5.0

Unit 9	2b/4p (unit)	86.7	70	NIL	7.0
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- 5.14 A total of sixteen (16) cycle spaces are proposed, which will be contained within one main secure storage area on the Ground Floor. Eight (8) additional Sheffield cycle racks are proposed externally within the car park, which will provide an additional sixteen (16) cycle stores for the existing residents.
- 5.15 Nine (9) car parking spaces are proposed, which includes the provision of one (1) enlarged family parking space with the possibility for future-use as a wheelchair parking space.
- 5.16 Proposed Unit 3 will gain access directly from Vesta Road, which was requested by Officers throughout pre-application and design discussions as it helps the building address the street frontage and successfully integrate with the adjacent semi-detached properties. Proposed Units 1 and 2 will gain direct access from Endwell Road and all other proposed dwellings will gain access from either one of the two proposed internal stairwells, both of which gain access from Endwell Road.

#### Landscape and Courtyard

- 5.17 There are a linear group of five (5) mature lime trees along the northern boundary (Vesta Road) which provide screening and are a prominent feature of the site. There is also a mature London Plane tree located within close proximity to the site and has significant arboricultural value.
- 5.18 There are no Tree Protection Orders (TPO) over the site.
- 5.19 Two (2) of the lime trees are required to be removed to facilitate the development of the site and create new street level access from Vesta Road. All other existing trees will be retained.
- 5.20 The proposed landscaping strategy for the site includes new permeable paving within the Root Protection Zone, grass lawn, garden wall, robust planting and hardscape leading into private front gardens, clearly defined access to communal entrance, new planting and trees to entrance boundary treatment and feature trees to highlight the entrance, shared surface paving, feature trees within the parking area to mark the entrance and robust boundary planting.

### **6.0 Supporting Documents**

#### *Arboricultural Survey – Prepared by PJC Consultancy (October 2015)*

- 6.1 The Arboricultural Survey Report identifies that a survey was undertaken to record the value of all significant trees on the proposed development site.
- 6.2 Four (4) trees (or tree groups) on (or within close proximity to) the proposed development site were identified as having significant value. These are outlined as follows:
- Five (5) Lime (*Tilia x europaea*) trees (referred to as G2) are located along Vesta Road (northern boundary) and identified as Category B2. Two (2) of these trees are required to be removed to facilitate the development and create new street level access from Vesta Road.
  - One (1) Cherry Plum (*Prunus cerasifera*) tree (referred to as G1) is located along Endwell Road and identified as Category C1. Removal of this tree is not proposed.

- One (1) London Plane (*Platanus x acerifolia*) tree (referred to as T1) is located along Endwell Road (outside of the site extent) and identified as Category B1+2. Removal of this tree is not proposed.
- A group of sycamore (*Acer platanus*) and (*Fraxinus excelsior*) trees (referred to as G3) are located along the south-western boundary, however are located on the adjoining property behind a retaining wall. Inspection of these trees was therefore not possible.

*Planning Statement – Prepared by Rolfe Judd Planning (December 2017, revised January 2018)*

- 6.3 This statement outlines the proposal of a high quality residential development, which intends to contribute to housing targets by providing nine (9), 100% affordable dwellings for social rent.

*Design & Access Statement – Prepared by PCKO Architects (December 2017)*

- 6.4 This statement provides a comprehensive description of the subject site. It outlines the design approach, development, precedent and proposal, identifies the proposed external materials and landscaping and addresses the design standards, house design, accessibility, refuse strategy, secured by design considerations and construction method statement. The statement is suitably supported by massing information, indicative visualisation images and Computer Generated Images (CGI) of the completed development within the context of the existing surrounds.

*Transport Statement – Prepared by MC Traffic Engineering (October 2017)*

- 6.5 This statement identifies the background and existing transport conditions of the site, public transport connectivity and car sharing, existing parking conditions and consideration to traffic impacts caused by the proposed development. It also references the statutory parking requirements where necessary.

*Daylight and Sunlight Assessment – Prepared by CPMC Chartered Surveying (November 2017)*

- 6.6 A daylight/sunlight study has been undertaken based on daylight (Vertical Sky Component (VSC) and Daylight Distribution (DD)), sunlight (Annual Probable Sunlight Hours (APSH)) and Overshadowing of amenity spaces for properties located at 2, 4, 6, 8, 11 & 13 Vesta Road, 1-12 Shandon Court, 9 Endwell Road and Crossway Court. The impacted properties are identified as follows:

- 2 Vesta Road
  - VSC - One marginal transgression (hallway), which is lit from multiple sources.
- 11 Vesta Road
  - VSC – One ground floor transgression (glazed), lit from additional sources and two flank wall transgressions, which are non-habitable.
  - DD – Transgression on first and second floors, which are non-habitable and ground floor, which is lit from multiple sources.
- 6 Shandon Court
  - VSC – Two ground floor transgressions, which are non-habitable
  - DD – Two transgressions, which are considered to be appropriate (kitchen & hallway)
  - APSH – One (winter) transgression to kitchen and hallway.
- 7 Shandon Court
  - VSC – One transgression (non-habitable)
  - DD – One transgression (non-habitable)
  - APSH – One transgression (non-habitable)

- 8 Shandon Court
  - VSC – One transgression (non-habitable)
  - DD – One transgression (non-habitable)
  - APSH – One (winter) transgression (kitchen)
- 9 Shandon Court
  - VSC – One transgression (non-habitable)
  - DD – One transgression (non-habitable)
  - APSH – One (winter) transgression (hallway)
- 10 Shandon Court
  - VSC – One transgression (non-habitable)
  - APSH – One transgression (non-habitable)
- 11 Shandon Court
  - VSC – Two transgressions (unlikely to be habitable)
  - APSH – One transgression (non-habitable)
- Crossway Court
  - VSC – Five first floor transgressions (one habitable), nine second floor transgressions (one habitable), two third floor transgressions (unlikely to be habitable).

*Environmental Desk Study and Preliminary Risk Assessment – Prepared by Apple Environmental (March 2017)*

6.7 This report has identified a potential residual contamination concern due to on-site features, including the demolition (and/or bombing) of former building structures, the presumed presence of made-ground, and the more recent vehicle garaging. However, the report suggested it is unlikely for any off-site features to have had an adverse effect on the site.

## **7.0 Consultation**

7.1 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.

### ***Pre Application Consultation***

7.2 The submission of this application follows extensive, formal and informal, pre application discussions (14 July 2016, 9 August 2016 and 6 December 2016) held between the applicant and London Borough of Lewisham Officers.

7.3 Pre-application reference (PRE/16/002418) for the demolition of one (1) existing single storey garage block comprised of eleven (11) garages and a screen wall at Crossway Court, Endwell Road SE4 2NE and the construction of a part three/part four storey building to provide nine (9) residential units comprised of 5 x 3 bed, 2 x 2 bed and 2 x 1 bed self contained units, together with the landscaping, refuse, sixteen (16) secure cycle parks and nine (9) car parks.

### ***Planning Application Consultation***

7.4 Four (4) site notices were displayed and letters were sent to one hundred and thirty one (131) residents and businesses in the surrounding areas. The relevant Telegraph Hill Councillors (Councillor Paul Bell, Councillor Joan Millbank and Councillor Luke Sorba), Telegraph Hill Society and Thames Water were consulted.

- 7.5 London Borough of Lewisham's Urban Design, Environmental Protection, Highways, Housing, Ecological Regeneration, Drainage, Conservation and Tree Officer were also consulted.

#### Written Responses received from Local Residents and Organisations

- 7.6 A total of three (3) submissions were received in relation to the proposal from local residents and the Telegraph Hill Society who objected to the proposals on the following summarised grounds:

- Bulky and dominant design on the corner of Vesta and Endwell Road.
- The design fails to appropriately address the street frontages and sensitively consider the adjacent houses along Vesta Road, which form part of the Telegraph Hill Conservation Area.
- An increase in soft landscape should be included.
- The proposed vehicle access should better replicate the existing arrangement.
- Flat roof is inappropriate.
- Lack of ornamentation to elevations.
- The proposed rear elevation is not in keeping with the remainder of the design.
- The cycle store layout, access and size is not appropriate.

Copies of representations are available for Members to view.

Comments received from statutory agencies are summarised below.

#### Ecological Regeneration & Open Space

- 7.7 Ecological Regeneration and Open Space consider the application to be unobjectionable.
- 7.8 Ecological Regeneration are supportive of the commitment to provide a living roof, however no details regarding to specification and establishment/maintenance methodology or species composition were included within the submission. These will be Conditioned.

#### Conservation

- 7.9 London Borough of Lewisham Conservation Officers consider the application to unobjectionable and consider that the proposal will preserve the setting of the adjoining Telegraph Hill Conservation Area.

#### Thames Water

Thames Water have no objection to the proposed development.

#### Highways and Transportation

- 7.10 Highways Officers have raised no objections, however they have requested further detail to be submitted, which include:
- Construction Management Plan
  - Waste Management Plan
    - The planning statement states that the 3 bed unit on Vesta Road will have refuse storage within the front garden. The applicant is requested to confirm if refuse will be collected from both Vesta Road and Endwell Road, in addition

they are requested to show where bins will be stored on collection day and confirm that bins will not be left out on the highway after collection.

- Cycle Parking
  - Cycle parking should be revised to accommodate Sheffield stands, which should be at least 1 metre apart from each other.

7.11 The issues raised by Highways and Transportation can be dealt with by Condition.

## **8.0 Policy Context**

### Introduction

8.1 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)

8.2 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

8.3 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)'.

8.4 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

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

London Plan (March 2016)

- 8.6 The London Plan was updated on 14 March 2016 to incorporate the Housing Standards and Parking Standards Minor Alterations to the London Plan (2015). The new, draft London Plan was published by the Mayor of London for public consultation on 29 November 2017 (until 2 March 2018). However, given the very early stage in this process, this document has very limited weight as a material consideration when determining planning applications, does not warrant a departure from the existing policies of the development plan in this instance and is therefore not referred to further in this report. The policies in the current adopted London Plan (2016) relevant to this application therefore are:-

Policy 2.9 Inner London

Policy 3.3 Increasing housing supply

Policy 3.4 Optimising housing potential

Policy 3.5 Quality and design of housing developments

Policy 3.8 Housing choice

Policy 3.10 Definition of affordable housing

Policy 3.11 Affordable housing targets

Policy 3.13 Affordable housing thresholds

Policy 5.2 Minimising carbon dioxide emissions

Policy 5.3 Sustainable design and construction

Policy 5.11 Green roofs and development site environs

Policy 6.3 Assessing effects of development on transport capacity

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 7.6 Architecture

Policy 7.19 Biodiversity and access to nature

Policy 7.20 Geological conservation

Policy 7.21 Trees and woodlands

Policy 8.3 Community infrastructure levy

Policy 8.4 Monitoring and review for London

London Plan Supplementary Planning Guidance (SPG)

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

Housing (2016)

Sustainable Design and Construction (2006)

Core Strategy

- 8.8 The Core Strategy was adopted by the Council at its meeting on 29 June 2011. The Core Strategy, together with the Site Allocations, the Lewisham Town Centre Local Plan, the

Development Management Local Plan and the London Plan is the borough's statutory development plan. The following lists the relevant strategic objectives, spatial policies and cross cutting policies from the Lewisham Core Strategy as they relate to this application:

Spatial Policy 1 Lewisham Spatial Strategy

Core Strategy Policy 1 Housing provision, mix and affordability

Core Strategy Policy 8 Sustainable design and construction and energy efficiency

Core Strategy Policy 14 Sustainable movement and transport

Core Strategy Policy 15 High quality design for Lewisham

#### Development Management Local Plan

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

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

DM Policy 1 Presumption in favour of sustainable development

DM Policy 7 Affordable rented housing

DM Policy 22 Sustainable design and construction

DM Policy 24 Biodiversity, living roofs and artificial playing pitches

DM Policy 25 Landscaping and trees

DM Policy 27 Lighting

DM Policy 29 Car parking

DM Policy 30 Urban design and local character

DM Policy 32 Housing design, layout and space standards

#### Residential Standards Supplementary Planning Document (August 2006, updated 2012)

8.11 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 (2015)

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

### **9.0 Planning Considerations**

9.1 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) Impact on Adjoining Properties
- f) Sustainability and Energy
- g) Ecology and Landscaping

#### Principle of Development

- 9.2 The proposed development includes the demolition of one (1) existing single storey garage block comprised of eleven (11) garages and a screen wall at Crossway Court, Endwell Road SE4 2NE and the construction of a part three/part four storey building to provide nine (9) residential units comprised of 5 x 3 bed, 2 x 2 bed and 2 x 1 bed self contained units, together with the landscaping, refuse, sixteen (16) secure cycle parks and nine (9) car parking spaces.
- 9.3 The London Plan, London Plan Supplementary Planning Guidance (SPG), Core Strategy, Development Management Local Plan, Residential Standards Supplementary Planning Document and other national planning guidance emphasise the importance of high quality design that complements the existing development and establishes suitable character. The proposal will be assessed in relation to housing and accommodation standards in the following sections of this report.
- 9.4 Currently the site supports a single storey garage block comprised of eleven (11) garages and a screen wall at Crossway Court. The applicant has confirmed that of the eleven (11) existing garages; six (6) are tenanted, one (1) is used by Lewisham Homes for temporary storage and four (4) are vacant. Of the six (6) tenanted garages, only two (2) are used by residents of the Crossway Court block and another two (2) by residents along Endwell Road. The remaining two (2) are rented by residents who do not live locally. Lewisham Homes are working with their garages team to relocate the four (4) local garage tenants into the remaining garages at Crossway Court as there are a number of garage tenants within Crossway Court who do not live locally.
- 9.5 Providing housing, particularly affordable housing, is a priority in the Borough and wider London. It is considered that this site will make a valuable contribution towards meeting housing needs as identified in the London Plan Policies 3.3 and 3.4 to increase housing supply and optimise housing potential. Furthermore, the London Plan Policy 3.8 identifies the need for Londoners to have a genuine choice of high quality affordable housing, which is considered to be in line with this proposal. The proposals would make use of previously developed land and Officers therefore do not raise an objection to the principle of development, subject to securing a development of the highest quality.

#### Design

- 9.6 Urban design is a key consideration for new developments. National and regional policies place emphasis on high quality, sustainable design of the built environment. DM Policy 30, Core Strategy 15 and London Plan Policy 3.5 identify that all new development should achieve a high standard of internal and external design, while also protecting and enhancing the surrounding environment and being sensitive to the local context and character as outlined in London Plan Policy 7.4.

#### *Demolition of existing garages*

- 9.7 The existing garages are not of historic nor architectural merit and therefore, subject to a high quality residential development, there is no objection to the proposed demolition.

#### *Scale and layout*

- 9.8 Permission is sought for a part three/part four storey building. The scale, massing and articulation of the proposed building have been the subject of extensive discussion between officers and the applicant during pre-application stage.. The proposed redevelopment of the site is considered to be of a comparable proportion, composition, scale and orientation of the existing adjoining buildings and is considered to successfully transition between the scale of the proposed development and the neighbouring properties.
- 9.9 The development has carefully considered designing out crime in accordance with DM Policy 32, Policy 7.3 and Core Strategy 15 and fear of crime also identified within paragraph 58 of the NPPF. The entrance of the building will be safe as it is clearly defined and visible from the street through the use of glazing and includes lighting in accordance with DM Policy 27.

#### *Architecture*

- 9.10 The proposed building will be comprised of 'soft' domestic materials, which will reduce the visual impact on the public realm and adjoining Conservation Area. All facades will incorporate a mixture of materials including London stock brick, light brick for bays and hinge elements, glass canopies over entrances, glass balustrades to balconies and terraces, stone lintels and full height aluminium, which is considered to appropriately correspond and compliment the neighbouring properties in accordance with London Plan Policy 7.6. The articulated layout of the development is considered to successfully break up the massing of the building.
- 9.11 All new development within Lewisham is expected to be neighbourly, attractive, private and functional as outlined in DM Policy 32. The proposed development will be suitably landscaped with areas of soft landscaping and trees in accordance with London Plan Policy 7.6.
- 9.12 The scheme has the potential to be robust and elegant and is therefore considered to be acceptable in principle. However, the success of the design and therefore the acceptability of the scheme will depend entirely on securing high quality materials and detailing to ensure that the simplicity of the proposal does not lead to a scheme that is bland and fails to respond to the surrounding context. This is why it has been considered necessary for the applicant to demonstrate key junctions (through bay details) of the building to detail window reveals and fixing of balconies and why many details have been agreed up front, however, these details should be secured by condition. The details provided upfront however, provide officers with suitable assurance that the design is high quality and deliverable without amendment.

#### Housing

##### *a) Size and Tenure of Residential Accommodation*

- 9.13 The provision of housing has been identified by the Lewisham Mayor as a key priority and for London and the borough. Policy 1 of the Core Strategy seeks to provide a mix of dwellings and provide affordable housing.

**Table 2: Residential Tenure and Size Mix\***

	<b>1 Bed</b>	<b>2 Bed</b>	<b>3 Bed</b>	<b>4 Bed +</b>	<b>Total</b>
<b>Social Rent</b>	2 (0)	2 (0)	5 (0)	0 (0)	9 (0)
<b>Total</b>	2 (0)	2 (0)	5 (0)	0 (0)	9 (0)

\*Wheelchair accessible units shown in brackets (-)

- 9.14 The proposal includes nine (9) new dwellings, 100% of which are affordable for social rent. The dwellings will be comprised of a mix of 5 x 3 bed, 2 x 2 bed, 2 x 1 bed units.
- 9.15 No wheelchair units are proposed within the development due to the change in land level across the site and wheelchair parking on Vesta Road is not achievable. Throughout pre-application discussions, Officers agreed a split-level family unit as opposed to a wheelchair unit was appropriate.
- 9.16 One (1) enlarged family parking space is proposed, which is allocated as the closest one to the building to ensure ease of access.

*b) Standard of Residential Accommodation*

- 9.17 The Technical Housing Standards (2015), London Plan's Housing Supplementary Planning Guidance (SPG) and London Plan Policy 3.1 of the London Plan set out the minimum space standards required for dwelling types and amenity space. Policy 3.1 refers to the garden and amenity space required for residential dwellings.
- 9.18 The proposal includes 5 x 3 bed, 2 x 2 bed and 2 x 1 bed self-contained units.
- 9.19 Due to the severity of the level change across the site and the requirement for step free access from the street, the Ground Floor includes split-level and duplex two storey flats. The Ground Floor includes the first storey of Unit 3 (3 bed/6 person) and its associated amenity space, first storey of Unit 1 (3 bed/5 person) and its associated amenity space and first floor of Unit 2 (3 bed/5 person) and its associated amenity space. The remainder of the Ground Floor includes the provision of communal refuse and cycle storage for sixteen (16) cycles.
- 9.20 The proposed First Floor will accommodate the second storey of Unit 1, Unit 2 and Unit 3.
- 9.21 The Second Floor includes the first storey of Unit 4 (3 bed/5 person), first storey of Unit 5 (3 bed/5 person), Unit 6 (1 bed/2 person) and its associated amenity space and Unit 7 (2 bed/4 person), which does not propose an amenity space as previously agreed with Officers.
- 9.22 The Third Floor includes the second storey of Unit 4 (3 bed/5 person), second storey of Unit 5 (3 bed/5 person), Unit 8 (1 bed/2 person) and its associated amenity space and Unit 9 (2 bed/4 person), which does not propose any amenity as previously agreed with Officers.
- 9.23 The proposed 1 bed/2 person units have a GIA of 52.5m<sup>2</sup>, 2 bed/4 person units have a GIA of 86.7m<sup>2</sup>, 3 bed/5 person units have a GIA range between 102.6m<sup>2</sup> to 104m<sup>2</sup> and the 3 bed/6 person unit has a GIA of 121.9m<sup>2</sup>.
- 9.24 All proposed amenity areas comply with the requirements of the London Plan, however due to design constraints and previous agreement with Officers, no amenity space is proposed for Unit 7 and Unit 9, however these dwellings are more than 20% bigger than the minimum space requirements stipulated in the London Plan and Lewisham Development Management Local Plan. On balance, this is considered to be acceptable as it would offer alternative flexible accommodation and is accepted in this instance given the site constraints. Communal amenity space is available in the Telegraph Hill Park 450m away from the site and includes children's playground and play club, tennis and basketball courts, dog-free zone, pond and ornamental garden. Nunhead Cemetery, Hilly Fields Park, Peckham Rye Park and Brockley and Ladywell Cemeteries are all also located within 2 miles of the subject site.

- 9.25 The proposals meet, and exceed in places, the minimum internal housing standards as set out in the National Standards, London Plan, Core Strategy and DM Policy 32 and are therefore considered acceptable in this regard.
- 9.26 The proposal is 100% affordable social rented housing in accordance with DM Policy 7 and 32, and London Plan Policies 3.10, 3.11 and 3.13.

#### Highways and Traffic Issues

- 9.27 The applicant has submitted a Transport Statement, which identifies the provision of car parking is acceptable and could be lower given the results of the parking survey, which was undertaken on Thursday 22nd September 2016. No major development has been constructed nearby and these results are therefore still considered to be current. The survey identified a minimum of 57 vacant car parking spaces out of 232 between 1 am and 5 am on a weekday within 200m of the site. This is considered to be the most critical time for residential parking. It is therefore concluded that the low level of additional traffic generated by the development can be accommodated within the surrounding streets.

##### *a) Access and Servicing*

- 9.28 The current access arrangement includes pedestrian and vehicle access from Endwell Road, which will be maintained. It should be noted that this is also pedestrian access into the individual flats from Vesta Road and the communal core from Endwell Road.
- 9.29 The site has a PTAL rating of 4, which identifies a good level of accessibility to public transport. The site is within close proximity to Brockley Overground Station, New Cross Gate Overground Station and Nunhead Overground Station and is serviced by a number of bus routes and is therefore considered to be well connected to surrounding public transport routes.
- 9.30 The proposed development is not considered to adversely affect the safety of the surrounding transport network in accordance with London Plan Policy 6.3.

##### *b) Cycle Parking*

- 9.31 London Plan standards and DM Policy 29 require secure cycle parking provision at the rate of 1 cycle space per 1 bed unit and 2 spaces for all other dwellings. The required provision for this scheme would therefore be 16 spaces.
- 9.32 The proposed cycle store will be contained within one main secure storage area on the Ground Floor, accessed from the communal core. The cycle store has been amended since the scheme was submitted. Where it previously required entrance through two doors, this has been reduced to one and is therefore considered to be an easier access for cycles. The cycle store is secure and the size of the stores are considered to be appropriate.
- 9.33 An additional eight (8) Sheffield cycle stands are proposed externally within the car park, providing sixteen (16) cycle stores for the use of existing residents.
- 9.34 There is adequate cycle parking proposed in accordance with the London Plan Policy 6.9 and DM Policy 29.

##### *c) Car Parking*

- 9.35 Nine (9) car parking spaces are proposed within the southern portion of the development site between the proposed building and existing Crossway Court. Throughout pre-application and design discussions, the applicant advised nine (9) of the existing

garages were occupied but local residents. Officers therefore requested these be incorporated in the redevelopment of the site.

- 9.36 One (1) car parking space will be provided for the purpose of an enlarged family parking and future-use for possible wheelchair accessible parking, which is considered to be in accordance with Core Strategy 14 and DM Policy 29. All other vehicles will be permitted to park in the allocated on-site parking or on the surrounding unrestricted kerbside, which is supported by London Plan Policy 6.13.
- 9.37 The parking strategy is considered to be in accordance with Core Strategy 14, DM Policy 29 and London Plan Policy 6.13.

*d) Refuse*

- 9.38 Refuse stores will be provided within the Ground Floor, which will service all proposed dwellings with the exception of Unit 3, which has its own independent refuse storage within the front garden on Vesta Road. The refuse store has capacity for three (3) 1100L refuse bins.
- 9.39 The design includes the sheltered storage (timber enclosure) for refuse and recycling bins along Vesta Road, however no specific details have been submitted as part of the application. No screening of bins within Crossway Court have been provided. The design specifics of the refuse enclosures have been conditioned.

Impact on Adjoining Properties

- 9.40 The impact of the proposal on adjoining properties considers the siting, bulk and height with consideration to Core Strategy 15, which states that adverse impact on neighbouring amenity need to be addressed. The Council's Residential Development Standards, also outlines the expectation of developers in an effort to mitigate impact on adjoining properties.

*a) Privacy*

- 9.41 The elevation addressing Vesta Road will be four (4) storeys and ranges in height from 9.2m at the corner of Vesta Road and Endwell Road, stepping up to 11.9m in the centre of the elevation sloping up towards the adjoining property (11 Vesta Road) with a height of 10.50m.
- 9.42 The elevation addressing Endwell Road will be four (4) storeys and ranges in height from 12.15m to 13.25m (south to north).
- 9.43 All the proposed units are dual aspect and majority of main living areas and balconies face away from the directly adjoining properties.
- 9.44 There are no adjoining properties along the northern or eastern boundaries.
- 9.45 The living brown roof is provided for the purpose of sustainability and ecology and will only be accessed for the purpose of maintenance. It will add visual appeal to the skyline as it matures, which will improve the outlook for the adjoining residents. It would not form a roof terrace or raised amenity deck.
- 9.46 The removal of the existing garages on the site will improve the safety and overall amenity of the area.
- 9.47 The Council's Residential Development Standards requires a flexible, minimum separation distance of 21 metres between directly facing habitable room windows on

main rear elevations. The building will be setback from adjoining properties as follows, which Officers consider to be acceptable.

- The proposed development is separated by 1.1m to the adjoining property at 11 Vesta Road, which is considered appropriate due to both external walls being flanked with four small windows.
- 15.5m from the existing dwellings at Crossway Court.

9.48 A degree of overlooking of rear gardens is not out of character or unusual in a developed area such as this. The provided landscaping, together with bespoke design will soften the overall appearance of the proposed development. On this basis, the proposed scheme is considered appropriate to the context of the site in accordance with London Plan Policy 7.6 is not considered to cause unacceptable harm to the amenity of the surrounding neighbouring residential buildings.

#### *b) Daylight and Sunlight Assessment*

9.49 The outcome of the daylight and sunlight assessment (prepared by CPMC Chartered Surveying) are considered to be acceptable due to the dense urban location, and site constraints. The results have been provided in section 6.6 of this report.

#### Sustainability and Energy

9.50 London Plan Policy 5.3 requires sustainable design and construction, which should be achieved in London to improve the environmental performance of new developments. London Plan Policy 5.2 further outlines the desire to minimise the emissions of carbon dioxide by using less energy, supplying energy efficiently and using renewable energy in line with the London Mayors 'Be Lean, Be Clean, Be Green' strategy for London. These have been achieved by considering the building form and construction through reducing the need for mechanical and electrical services, investigating potential district heating networks and using appropriate renewable/low carbon energy technologies.

#### *a) Living Roofs*

9.51 In accordance with DM Policy 24 the borough requires all new development to take account, and minimise impacts on biodiversity, commonly in the form of a living roof or wall, which are both elements of the proposed design. Living roofs and walls are required to be designed in accordance with DM Policy 24 and London Plan Policy 5.11 and are essential for sustainable design. London Plan Policy 7.19 states that, where possible, developments should make a positive contribution to the protection, enhancement, creation and management of biodiversity.

9.52 A living roof (207m<sup>2</sup>) is proposed to be incorporated and will include as much planting as possible and will be attractive and robust and will provide enhanced levels of insulation. It will include vegetation comprising of wildflowers and sedums, logs, water, sand for burrowing invertebrates, gravel drainage, drainage mat for roof drainage and to attenuate water flow. It will incorporate a substrate comprised of sub-soil mixed with 50mm of dust crushed aggregate, 100-300mm rocks and overall substrate depth of 100-400mm.

9.53 London Borough of Lewisham Ecological Regeneration are supportive of the proposed living roof.

#### *b) Sustainable Urban Drainage Systems*

9.54 Sustainable Urban Drainage Systems aid in alleviating local flood risk, managing water quality and enhancing biodiversity. The living roof will contribute to the green

infrastructure of the site and enhance biodiversity. Porous surfaces, such as permeable landscaping will be used to contribute to infiltration.

### Ecology and Landscaping

- 9.55 There are a linear group of five (5) mature lime trees along the northern boundary (Vesta Road) which provide screening and are a prominent feature of the site. There is also a mature London Plane tree located within close proximity to the site, which has significant arboricultural value. A hedgerow of Cherry Plum trees are also located along Endwell Road and a group of Sycamore trees located in the adjoining property, however are considered to add arboricultural value to the site.
- 9.56 There are no Tree Protection Orders (TPO) over the site.
- 9.57 Two (2) of the lime trees are required to be removed to facilitate the development of the site and create new street level access from Vesta Road. All other existing trees will be retained.
- 9.58 The proposed landscaping strategy for the site includes new permeable paving within the Root Protection Zone, grass lawn, garden wall, robust planting and hardscape leading into private front gardens, clearly defined access to communal entrance, new planting and trees to entrance boundary treatment and feature trees to highlight the entrance, shared surface paving, feature trees within the parking area to mark the entrance and robust boundary planting.
- 9.59 The proposal is therefore considered to be in line with London Plan Policies 7.19, 7.20 and 7.21, DM Policy 25 and Core Strategy 12.

### Local Finance Considerations

- 9.60 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).
- 9.61 The weight to be attached to a local finance consideration remains a matter for the decision maker.
- 9.62 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.

### **10.0 Community Infrastructure Levy**

- 10.1 On 1st 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 currently required through Section 106 Agreements.
- 10.2 CIL is chargeable on the net additional floorspace (gross internal area) of all new development.
- 10.3 Under the CIL charging schedule, the amount of CIL payable for the SE26 postcode for new residential development is £70 per sqm. The Mayor CIL is charged at £35 per sqm of new development.

- 10.4 It is the Local Planning Authority's responsibility to collect CIL payments from new development.
- 10.5 Under Part 2 and Part 6 of the Community Infrastructure Levy Regulations 2010 (as amended) affordable housing is exempt from CIL. However, it should be noted that the applicant is required to apply for the exemption.

## **11.0 Equalities Considerations**

### Removal of certain permitted development rights

- 11.1 Officers recommend that if this application is approved conditions are imposed to remove certain permitted development rights in respect of the site. Paragraph 017 of that part of the Planning Practice Guidance that is concerned with the use of planning conditions states that "conditions restricting the future use of permitted development rights or changes of use will rarely pass the test of necessity and should only be used in exceptional circumstances". Officers in this case consider that exceptional circumstances exist to justify the limited removal of certain permitted development rights as set out in proposed conditions for the reasons stated therein.

### Prevention of crime and disorder

- 11.2 S.17 of the Crime and Disorder Act 1998 provides that it shall be the duty of the Council to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment).
- 11.3 Officers do not consider the layout would give rise to crime based on its open layout and natural surveillance.

### Human Rights Act

- 11.4 This planning application engages certain human rights under the Human Rights Act 2008 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.
- 11.5 The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

### Equalities Considerations

- 11.6 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.
- 11.7 The protected characteristics under the Act are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

11.8 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.

## **12.0 Conclusion**

12.1 This application has been considered in the light of policies set out in the London Plan, core strategies, development plan and other material considerations.

12.2 The proposed units will meet a defined need, contributing to addressing the shortage of affordable housing in the borough.

12.3 The proposed development is considered to be satisfactory in principle and subject to the imposition of suitable conditions regarding the matters set out below, it is recommended that permission is granted.

## **13.0 RECOMMENDATION**

**GRANT PERMISSION** subject to the following conditions:-

### **1. Full Planning Permission Time Limit**

The development to which this permission relates must be begun not later than the expiration of three (3) years beginning with the date on which the permission is granted.

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

### **2. Develop in Accordance with Approved Plan**

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

1540\_PL\_020 (Rev A): 1540\_PL\_021 (Rev /): 1540\_PL\_022 (Rev A): 1540\_PL\_120 (Rev D): 1540\_PL\_121 (Rev C): 1540\_PL\_122 (Rev B): 1540\_PL\_123 (Rev B): 1540\_PL\_124 (Rev A): 1540\_PL\_220 (Rev C): 1540\_PL\_300 (Rev A): Design And Access Statement: Planning Statement: Arboricultural Survey: Daylight and Sunlight Report: Environmental Desk Study and Preliminary Risk Assessment: Transport Statement.

**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. Affordable Housing**

All of the nine (9) residential units hereby granted permission shall be provided and maintained in perpetuity as 100% affordable, social housing (for social rent) to meet the needs of householders whose incomes are not sufficient to permit them to access and afford to rent on the open market. The affordable housing shall be provided in accordance with the Planning Statement and shall meet the definition of affordable housing in Annex 2 of the National Planning Policy Framework or any future guidance that replaces it.

**Reason:** In order to meet the housing needs of the Borough and comply with Core Strategy Policy 1 of the Lewisham Core Strategy (2011).

### **4. Hard Landscaping Details**

a) No development above ground shall commence on site until such time as drawings showing hard landscaping or any part of the site not occupied by buildings (including details of the permeability of hard surfaces) have been submitted to 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.

## 5. Construction Management Plan

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) Details of best practical measures to be employed to mitigate noise and vibration arising out of the construction process.
- c) 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.

**Reason:** In order that the local planning authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply with Policy 5.3 Sustainable Design and Construction, Policy 6.3 Assessing Effects of Development on Transport Capacity and Policy 7.14 Improving Air Quality of the London Plan (2015).

## 6. Arboricultural Impact Assessment

a) No development shall commence on site until such time as a full Arboricultural Impact Assessment (AIA) 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, 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 AIS.

**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.

## **7. Protection of Trees During Construction**

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

**Reason:** To safeguard the health and safety of trees during building operations and the visual amenities of the area generally and to comply with Policy 12 Open Space and Environmental Assets of the Core Strategy (June 2011), and DM Policy 25 Landscaping and Trees and DM Policy 30 Urban Design and Local Character of the Development Management Local Plan (November 2014).

## **8. Waste Management Plan**

No development shall commence above ground level until such time as a Waste Management Plan has been submitted to and approved in writing by the Local Planning Authority confirming the arrangement for refuse collection from both Vesta Road and Endwell Road. This must include the arrangement of pulling bins out to Endwell Road and Vesta Road for collection and back into the development to ensure bins are not left out on the highway after collection. It should also identify where the bins will be stored on collection day.

**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).

## **9. Window Reveals**

All window and door openings shall be high quality metal to ensure that the building and its external appearance is sympathetic to the conservation area. Window and door reveal plans must be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. The development shall be constructed 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).

## **10. Piling**

- a) No piling or any other foundation designs using penetrative methods shall take place, other than with the prior written approval of the Local Planning Authority in consultation with Thames Water.
- b) No development shall commence on site until such time as details of any such operations (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential damage to subsurface sewerage infrastructure, and the programme for the works) are submitted to and approved in writing by the Local Planning Authority accompanied by details of the relevant penetrative methods.
- c) Any such work shall be carried out only in accordance with the details approved under part b).

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

## **11. Soft Landscaping**

- 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 (5) years shall be submitted to and approved in writing by the Local Planning Authority prior to construction of the above ground works.
- b) No trees shown as being retained on the permitted plans shall be lopped or felled without prior written consent of the Local Planning Authority.
- c) 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).

## **12. Boundary Treatment**

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

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

## **13. Cycle Parking Provision**

- a) A minimum of sixteen (16) secure dry cycle parking spaces shall be provided within the development as indicated on the plan no 1540\_PL\_120 (Rev D) hereby approved.
- b) A minimum of eight (8) sheffield cycle stands shall be provided within the landscape as indicated within s3.7 on page 33 and s4.3 on page 40 of the Design and Access Statement, however the stands should be revised to width of 1.0 metre (minimum) from each other.
- c) No development shall commence above ground level until the full details of the cycle parking facilities outlined in b) have been submitted to and approved in writing by the Local Planning Authority.
- d) All cycle parking spaces shall be provided and made available for use prior to the first 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).

#### **14. Refuse Store**

- a) The storage of refuse and recycling facilities as approved shall be provided in full prior to the first occupation of the development in accordance with plan nos. 1540\_PL\_022 (Rev A) and 1540\_PL\_120 (Rev D) and s4.4 on page 41 of the Design and Access Statement hereby approved, and shall thereafter be permanently retained and maintained in perpetuity.
- b) The applicant must submit details (elevations) of the proposed sheltered timber storage housing for the refuse and recycling bins on Vesta Road and Crossway Court prior to occupation.

**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).

#### **15. Living Roof**

- a) The development shall be constructed with a (207m<sup>2</sup>) living roof laid out in accordance with plan no 1540\_PL\_124 (Rev A) and s3.7 on page 32 of the Design and Access Statement 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) A Living Roof section (to scale), access and watering provision arrangements for the proposed green roof along with details for management/establishment guarantees for a minimum of two growing seasons shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby approved and maintained in perpetuity.
- 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 and maintained in perpetuity.

**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).

## **16. Plumbing and Pipes**

Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), no plumbing or pipes, 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).

## **17. Construction Deliveries and Hours**

- a) 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.
- b) 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).

## **18. Materials/Design Quality**

- a) The development shall be constructed in those materials as submitted namely: London stock brick, light brick, glass canopies, glass balustrades and stone lintels in general accordance with s3.5 on page 29 of the Design and Access Statement, unless otherwise agreed in writing by the local planning authority.
- b) The scheme shall be carried out in full accordance with those details, as approved.

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

## **INFORMATIVES**

### **1. Crossover**

The applicant will be expected to pay for the removal of the redundant crossover and the formation of the new crossover.

### **2. 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.