

Committee	PLANNING COMMITTEE B	
Report Title	Embleton/Algernon Garages – Land and garages between 11 and 29 Embleton Road and 44 and 70 Algernon Road, London SE13 7AR	
Ward	Ladywell	
Contributors	Holly Lucas	
Class	PART 1	7 <sup>th</sup> June 2018

<u>Reg. Nos</u>	(A) DC/18/105952
<u>Application Dated</u>	31 January 2018
<u>Applicant</u>	Mr Kelvin Barker for Lewisham Homes on behalf of Lewisham Council
<u>Proposal</u>	The demolition of two (2) existing crossovers and associated hardstand, thirteen (13) single storey garages and retaining wall between 11 and 29 Embleton Road and 44 and 70 Algernon Road, SE13 7AR and the construction of four (4) x three (3) bed residential houses, together with landscaping, refuse and eight (8) secure cycle parks.
<u>Applicant's Plan Nos</u>	941-P-001: 941-P-002: 941-P-003: 941-P-004: 941-P-005: 941-P-006-A: 941-P-007: 941-P-010: 941-P-011-A: 941-P-012: 941-P-013-A: 941-P-014: 941-P-020: 941-P-021-A: 941-P-022: 941-P-023: 941-P-024: 1610/54/AIA: Arboricultural Impact Assessment: Daylight and Sunlight Report: Design and Access Statement: Land Contamination Assessment: Material Schedule: Parking Survey: Planning Statement: Tree Survey and Constraints Plan
<u>Background Papers</u>	(1) Case File LE/117/D/TP (2) Development Management Local Plan (adopted November 2014) and Core Strategy (adopted June 2011)
<u>Designation</u>	PTAL 5 Not in a Conservation Area Not a Listed Building Unclassified

## **2.0 Property/Site Description**

- 2.1 This is an application by Lewisham Homes on behalf of Lewisham Council. The site is a 4468m<sup>2</sup> site located in Ladywell. The site is bound by existing two (2) to three (3) storey residential development to the north and south (owned by Lewisham Homes). The site has a dual street frontage with Algernon Road to the east and Embleton Road to the west.
- 2.2 The site slopes downward from west (Embleton Road) to east (Algernon Road) by approximately 6.0 metres. It is currently occupied by thirteen (13) single storey garages, a brick retaining wall and two (2) associated crossovers stemming from Algernon Road and Embleton Road. Six (6) garages area accessed from Algernon Road and seven (7) are accessed from Embleton Road with a large retaining wall sub-dividing the site into two halves. Access into the adjoining residential developments to the north and south in the

current state can be achieved from the hardstand area within the subject site, however the main access point is from the front communal door, accessed from the street.

- 2.3 The thirteen (13) garages proposed for demolition have an approximate internal measurement of 2200mm to 2300mm, which is smaller than an average parking space width of 3000mm.
- 2.4 The applicant has confirmed that less than half of the existing garages are occupied by residents living in the neighbouring Lewisham Homes blocks and most are no longer used for their original purpose.
- 2.5 Embleton and Algernon Road consist of predominately two (2) storey Victorian terraced houses and two (2) and three (3) storey blocks of flats.
- 2.6 Hilly Fields Park, Cornmill Gardens, Ladywell Fields, Lewisham Park, Brockley and Ladywell Cemeteries, Greenwich Park and Brookmill Park are all located within 2 miles of the subject site.
- 2.7 The site does not lie within a protected viewing corridor, it is not within the setting of a listed building and is not located within a Conservation Area.
- 2.8 The site and surrounding area has a Public Transport Accessibility Level (PTAL) rating of part 5/part 6a, where 0 is worst and 6b is best. It is in close proximity (approximately 10 minutes walking) to Lewisham Station, Lewisham DLR and a number of serviced bus routes (within 5 minutes walking).

### **3.0 Relevant Planning History**

- 3.1 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 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 four (4) 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 between 11 and 29 Embleton Road and 44 and 70 Algernon Road for residential purposes. The proposal includes the demolition of two (2) existing crossovers and associated hardstand, thirteen (13) single storey garages and retaining wall, to allow for the redevelopment of four (4) x three (3) bed residential houses (100% affordable, social rent), together with landscaping, refuse store and eight (8) secure cycle parks.
- 5.2 The proposed residential dwellings will be owned and managed by Lewisham Homes on behalf of Lewisham Council.

**Figure 1: Proposed Site Plan**



Building

- 5.3 The proposal includes four (4) detached houses comprised 3 Bed/5 Person units (98m<sup>2</sup> GIA), each with an amenity space between 50-75m<sup>2</sup>.
- 5.4 The proposed dwellings align to the southern boundary, which creates a pedestrian through route access path along the northern boundary.
- 5.5 Due to the topography of the site, two of the proposed houses require step access (P2 and P3), while two of the proposed houses access directly from the road and maintain step free access (P1 and P4).

- 5.6 The proposed buildings incorporate a pitched roof design, which responds to the surrounding context. A chamfered roof form is proposed to the rear of the houses to reduce the impact on adjoining properties.
- 5.7 All proposed dwellings have their own secure cycle store for two (2) cycles located within the amenity space. Given that P2 and P3 require stepped access, a slopped ramp section is proposed to one side of the staircase for cycle access.
- 5.8 The proposed buildings will be constructed using a mixture of materials identified in the local area including primarily London Stock brick with 'hit and miss' brickwork to wrap around the ground floor and up alongside the proposed pedestrian access route. This approach will separate the public and private components of the scheme. Concrete coping will be used along the top of the 'hit and miss' brickwork to provide a visual link between the proposed dwellings. A dark metal roof is proposed and considered to respond to the surrounding context.
- 5.9 No wheelchair units are proposed within the development due to the slope of the site, however all proposed dwellings are accessible and adaptable in accordance with Building Regulations Part M(4)2.
- 5.10 Proposed houses P1 and P4 both gain direct level access onto Embleton and Algernon Roads, respectively. All proposed dwellings will be split level in response to the topography of the site, which is supported as it is sensitive to surrounding properties and reduces the impact on daylight, sunlight and overlooking.
- 5.11 All dwellings contain a kitchen, living room and amenity space (garden, tool shed, bin store and cycle store) at Ground Floor and bedrooms at First Floor. Refer to Table 1 below for residential tenure 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>
P1	3b/5p (detached)	98	96	75	8
P2	3b/5p (detached)	98	96	75	8
P3	3b/5p (detached)	98	96	67	8
P4	3b/5p (detached)	98	96	50	8

- 5.12 A total of eight (8) cycle spaces are proposed, which will be contained within the respective amenity area of each dwelling.
- 5.13 The scheme is proposed as a car free development, which is supported by the sites PTAL of 5.

**Landscape and Courtyard**

- 5.14 Two (2) existing trees (T5 and T6) are required to be removed (Category C) to facilitate the development of the site and two (2) others (T2 and T3) are proposed to be removed due to their poor condition (Category U), however their removal is not necessary to facilitate the proposed development.
- 5.15 Four (4) new silver birch trees are proposed to be planted as replacement trees.

- 5.16 There are no Tree Protection Orders (TPO) over the site.
- 5.17 The existing crossovers stemming from Algernon Road and Embleton Road are redundant and both are proposed for removal, to be replaced with a dropped kerb and continuous pavement.
- 5.18 A pedestrian through route is proposed to connect the site to both access roads, which will be comprised primarily of buff concrete pavers, concrete contrasting treads (steps) and perforated, permeable pre-cast grasscrete. Three (3) timber seats and additional raised planter seating is also proposed along the footpath to encourage social interaction.
- 5.19 A brickwork garden wall including low-level, hardy, dwelling plants and native buffer planting will separate the private amenity areas and pedestrian route.
- 5.20 Each dwelling proposes private amenity space incorporating buff concrete pavers, cycle store for two (2) bicycles (1800 x 925 x 1450mm) and secure gardening tools storage (1500 x 950 x 1300mm).

## **6.0 Supporting Documents**

### ***Daylight and Sunlight Report – Prepared by Waldrams (January 2018)***

- 6.1 The daylight/sunlight report analysed the impact of the proposed development on the daylight and sunlight internally and within surrounding residential properties. On this basis, the proposed scheme is considered fully compliant with the BRE Guidelines.

### ***Planning Statement – Prepared by Fraser Brown Mackenna Architects (March 2018)***

- 6.2 This statement outlines the proposal of a high quality residential development, which intends to contribute to housing targets by providing four (4), 100% affordable detached houses for social rent.

### ***Design & Access Statement – Prepared by Fraser Brown Mackenna Architects (March 2018)***

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

### ***Phase One Planning: Preliminary Environmental Risk Assessment – Prepared by Argyll ENVIRONMENTAL (February 2018)***

- 6.4 This statement identifies potentially contaminative sources of concern identified at the site. Further ground testing will therefore be conditioned in accordance with the recommendations of this report.

### ***Parking Survey – Prepared by TTP Consulting, transport planning specialists (October 2016)***

- 6.5 Two (2) parking surveys were undertaken and recorded the provision and demand for car parking on site and on streets with a 200 metre walk distance of the site. Parking surveys were undertaken on Wednesday 28<sup>th</sup> and Thursday 29<sup>th</sup> of September 2016 between the hours of 12:30 am and 5:30 am.

- 6.6 The results of the parking surveys show that demand for parking is high (>85% occupancy) on some streets (Ermine Road, Ladycroft Road and Vicars Hill), however a majority of surveyed streets were identified as having capacity (<85% capacity) (Embleton Road, Ellerdale Street, Algernon Road and Brookbank Road). Between 139-150 spaces were identified as being available at all surveyed times.
- 6.7 The parking survey was undertaken in 2016, however no significant development has commenced within the surrounding area and the results are therefore considered to reflect the current capacity.

***Arboricultural Impact Assessment – Prepared by Oakwood Tree Consultants (April 2018)***

- 6.8 The assessment confirms the required tree loss on site due to the development as being in accordance with the Tree Survey and Constraints Plan.

***Tree Survey and Constraints Plan – Prepared Oakwood Tree Consultants (December 2016)***

- 6.9 The Tree Survey and Constraints Plan identifies four (4) trees to be removed, outlined below:

Reference	Species	Category	Reason
T2	Elder Tree	U	Poor condition
T3	Norway Maple	U	Poor condition
T5	Holly	C	To facilitate development of the site
T6	Holly	C	To facilitate development of 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 (28 June 2016, 18 July 2016, 30 September & 13 December 2016) held between the applicant and London Borough of Lewisham Officers. Officers provided feedback on:

- Principle of development
- Sitting, scale and massing
- Access route through the site
- Parking
- Trees
- Elevational treatment
- Refuse
- Car parking

## ***Planning Application Consultation***

- 7.3 Two (2) site notices were displayed and letters were sent to thirty-five (35) residents and businesses in the surrounding areas as well as the relevant Ladywell Ward Councillors.
- 7.4 London Borough of Lewisham's Urban Design, Environmental Protection, Environmental Sustainability, Highways, Housing, Ecological Regeneration, Drainage and Tree Officer were also consulted.

### Written Responses received from Local Residents and Organisations

- 7.5 A total of nine (9) representations were received, including three (3) letters of support for social housing and the appropriate use of the site, two (2) neutral comments and four (4) letters of objection in relation to the proposal from local residents on the following summarised grounds:

- Bulky, dominant and intrusive design
- Overdevelopment of the site
- Unnecessary pedestrian through route encouraging unwanted foot traffic
- Parking survey results do not reflect the on-street scenario

A written representation was sent to the applicant (Lewisham Homes) from UK Power Networks (UKPN), objecting to the proposed application in relation to the electricity substation within the site and Party Wall Agreement. A party wall matter is not a material planning consideration and therefore has not been considered.

Copies of representations are available for Members to view.

Comments received from statutory agencies are summarised below.

### Environmental Protection

- 7.6 Environmental protection raise no objection and accept the findings of the submitted Phase 1 report, however a Phase 2 intrusive investigation should be undertaken in order to fully characterise the site.

## **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 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 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

- 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.

## **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 two (2) existing crossovers and associated hardstand, thirteen (13) single storey garages and retaining wall between 11 and 29 Embleton Road and 44 and 70 Algernon Road, SE13 7AR and the construction of four (4) x three (3) bed residential houses, together with landscaping, refuse and eight (8) secure cycle parks.
- 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 two (2) single storey garage blocks comprised of thirteen (13) garages, two (2) existing crossovers and a retaining wall separating the site into two (2) parts. The applicant has confirmed that, of the thirteen (13) existing garages, six (6) gain access from Algernon Road and seven (7) gain access from Embleton Road. The loss of the garages is justified by the fact that they are 2200mm x 2300mm in size, which is not considered large enough to store a modern car (minimum 3000mm width). Less than 50% of the existing garages are occupied by residents and their loss is therefore considered to be acceptable.
- 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 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 the development of four (4), two (2) storey houses. 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 surrounding buildings and is considered to successfully transition between the scale of the proposed development and the adjoining 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 buildings will be comprised of 'soft domestic materials', which will reduce the visual impact on the public realm and adjoining properties. All facades will incorporate a mixture of materials identified in the local area including primarily London Stock brick and 'hit and miss' brickwork to wrap around the ground floor and up alongside the proposed pedestrian access route. This approach will separate the public and private components of the scheme and appropriately correspond to the neighbouring properties in accordance with London Plan Policy 7.6. Concrete coping will be used along the top of the 'hit and miss' brickwork, providing a visual link between the proposed dwellings and reduce the massing. A dark metal roof is proposed and is considered to be in keeping with the surrounding context.
- 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.

## Housing

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

- 9.12 The provision of housing has been identified by the Lewisham Mayor as a key priority 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>	0 (0)	0 (0)	4 (0)	0 (0)	4 (0)
<b>Total</b>	0 (0)	0 (0)	4 (0)	0 (0)	4 (0)

\*Wheelchair accessible units shown in brackets (-)

- 9.13 The proposal includes four (4) new dwellings, 100% of which are affordable for social rent. All proposed dwellings will be three (3) bed family dwellings.
- 9.14 No wheelchair units are proposed within the development due to the change in land level across the site, which was agreed upon with Officers throughout pre-application discussions. All proposed dwellings are accessible and adaptable in accordance with Building Regulations Part M4(2).
- b) Standard of Residential Accommodation*
- 9.15 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.
- 9.16 The proposal includes four (4) detached houses comprised 3 Bed/5 Person units (98m<sup>2</sup> GIA), each with an amenity space between 50-75m<sup>2</sup>.
- 9.17 The proposed dwellings are aligned to the southern boundary, which creates a pedestrian access through route path along the northern boundary.
- 9.18 Due to the topography of the site, two of the proposed houses require stepped access (P2 and P3), while two of the proposed houses access directly from the road and maintain step free access (P1 and P4).
- 9.19 The proposed buildings incorporate a pitched roof design, which responds to the surrounding context. A chamfered roof form is proposed to the rear of the dwellings to reduce the impact on adjoining properties.
- 9.20 All proposed dwellings will have their own secure cycle store for two (2) cycles located within the amenity space. Given that P2 and P3 require stepped access, a slopped ramp section is proposed to one side of the staircase for cycle access.
- 9.21 Proposed houses P1 and P4 both gain direct level access onto Embleton and Algernon Roads, respectively. All proposed dwellings will be split level in response to the topography of the site, which is supported as it is sensitive to surrounding properties and reduces the impact on daylight, sunlight and overlooking.
- 9.22 All proposed dwellings (P1, P2, P3 and P4) will be two (2) storey, each supporting the kitchen, living room and amenity space (garden, tool shed, bin store and cycle store) at Ground Floor and bedrooms at First Floor. Refer to Table 1 above for residential tenure and amenity standards.
- 9.23 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.

- 9.24 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

- 9.25 The development is proposed as car free, which is supported by Officers.
- 9.26 A parking survey was undertaken, the results of which show that demand for parking is high (>85% occupancy) on some streets (Ermine Road, Ladycroft Road and Vicars Hill), however a majority of surveyed streets were identified as having capacity (<85% capacity) (Embleton Road, Ellerdale Street, Algernon Road and Brookbank Road).

#### *a) Access and Servicing*

- 9.27 The existing crossovers stemming from Algernon Road and Embleton Road are redundant and both are proposed for removal; to be replaced with a dropped kerb and continuous pavement.
- 9.28 Currently the site does not provide a pedestrian through-route, however the proposal includes a pedestrian connection between Embleton and Algernon Road, which will improve connectivity and permeability within the site.
- 9.29 The site and surrounding area has a Public Transport Accessibility Level (PTAL) rating of part 5/part 6a, where 0 is worst and 6b is best. It is in close proximity (approximately 10 minutes walking) to Lewisham Station, Lewisham DLR and a number of serviced bus routes (within 5 minutes walking).
- 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 a rate of 1 cycle space per 1 bed unit and 2 spaces for all other dwellings. The required provision for this scheme is therefore eight (8) spaces.
- 9.32 Each individual amenity area propose a secure, covered cycle store for two (2) bicycles (1800 x 925 x 1450mm), which is considered to be appropriate. P1 and P4 will gain direct level access from Embleton and Algernon Road. Given that P2 and P3 require stepped access, a slopped ramp section is proposed to one side of the staircase for cycle access.
- 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 The proposal is for a car free development, which is supported due to the sites high accessibility to public transport and reinforced by The London Plan Policy.
- 9.36 The existing parking arrangement and capacity provision within an area of 200m around the site has been reviewed and is outlined in section 6.0 of this report, which identifies that the surrounding street network has capacity to support the proposed development.
- 9.37 The car-free parking strategy is considered to be acceptable.

9.38 The parking strategy is considered to be in accordance with Core Strategy 14, DM Policy 29 and London Plan Policy 6.12 and 6.13.

*d) Refuse*

9.39 The existing ground floor flats and Algernon Road (upper floor flats) within the adjoining blocks (owned by Lewisham Homes) have individual refuse bins and an existing servicing arrangement, which will not be altered as part of this proposal.

9.40 Existing first floor Embleton Road residents currently store their refuse within the garages, which are proposed to be demolished as part of this development. Their refuse store will be re-provided to the front of the existing flats near to the central communal doors, which is considered to be appropriate and convenient.

9.41 Proposed dwellings P1 and P4 directly front the street (Embleton Road and Algernon Road) and therefore each have their own external bin store located within their plot.

9.42 Refuse for proposed dwellings P2 and P3 will be combined and located towards the western end of the proposed pedestrian through route, towards the rear of P1, which is level with the road and can therefore be pulled to the street without step interference.

Impact on Adjoining Properties

9.43 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*

9.44 The elevation addressing Algernon Road will be two (2) storeys and will present a height of approximately 8.5m, which is considered appropriate as it is in line with the height of the western adjoining property and lower than the eastern adjoining property.

9.45 The elevation addressing Embleton Road will be two (2) storeys and will present a height of approximately 8.2m, which is also considered to be appropriate as it is in line with the height of the eastern and western adjoining properties.

9.46 All proposed dwellings are triple aspect (north, east and west) and where possible main living areas and balconies face away from the adjoining properties.

9.47 The removal of the existing garages on the site will improve the safety and overall amenity of the area.

9.48 The dwellings would be setback from adjoining properties as follows, which Officers consider to be acceptable given the pattern of development in the locality and the orientation and scale of the dwellings. The proposed development is appropriately setback as follows:

- 2m to the southern adjoining block (flank wall) on Embleton Road.
- 2.6m to the northern adjoining block (flank wall) on Embleton Road.
- 0.5m to the southern adjoining block (flank wall) on Algernon Road.
- 4.6m to the northern adjoining block (flank wall) on Algernon Road.
- Algernon and Embleton Road by approximately 3m.

9.49 A degree of overlooking of rear gardens is not out of character or unusual in a developed area such as this. The proposed 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*

- 9.50 The outcome of the daylight and sunlight assessment (prepared by Waldrams) are considered to be acceptable due to the dense urban location, and site constraints.
- 9.51 All four (4) proposed amenity spaces receive adequate daylight/sunlight (more than two hours of sun daily over majority of the amenity space) and therefore meet the BRE Guidelines.
- 9.52 The following surrounding properties have been tested and, once the development is complete, will be fully compliant with the BRE Guidelines:
- 11 & 23 Embleton Road
  - 16 to 28 (even) Embleton Road
  - 29 Embleton Road
  - 34 to 68 (even) Algernon Road
  - 65 to 73 (odd) Algernon Road
  - 70 Algernon Road
- 9.53 With the proposal in place, all tested properties surrounding the development site meet the BRE guidelines for daylight and sunlight.
- 9.54 All rooms and windows within the proposed development will meet the BRE Guidelines for daylight and sunlight.

#### Sustainability and Energy

- 9.55 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.
- 9.56 Insulation, mechanical ventilation, high efficiency boilers and renewable energy technologies have been incorporated within the design to contribute to the sustainability and energy efficiency of the proposed development.
- 9.57 The design of the scheme helps to further contribute to the sustainability of the site by exceeding the internal daylight level requirements and therefore reducing the need for electrical lighting as well as proposing pitched roofs, which allow for solar panels to be fitted.
- 9.58 Permeable surfaces and gardens are also proposed.

#### Ecology and Landscaping

- 9.59 Four (4) existing trees are proposed to be removed. T5 and T6 (Category C) are required to be removed to facilitate the development of the site and T2 and T3 are proposed to be removed due to their poor condition (Category U), however their removal

is not necessary to facilitate the proposed development. Four (4) new silver birch trees are proposed to be planted as replacement trees.

- 9.60 There are no Tree Protection Orders (TPO) over the site.
- 9.61 The existing crossovers stemming from Algernon Road and Embleton Road are redundant and both are proposed for removal; to be replaced with a dropped kerb and continuous pavement.
- 9.62 A pedestrian through route is proposed to connect the site to both access roads, which will be comprised primarily of buff concrete pavers, concrete contrasting treads (steps) and perforated, permeable pre-cast grasscrete. Three (3) timber seats and additional raised planter seating is also proposed along the footpath to encourage social interaction.
- 9.63 Brickwork garden wall including low-level, hardy, dwelling plants and native buffer planting will separate the private amenity areas and pedestrian route.
- 9.64 Each dwelling proposes private amenity space incorporating buff concrete pavers, cycle store for two (2) bicycles (1800 x 925 x 1450mm) and gardening tools storage (1500 x 950 x 1300mm), which provide practical and useable storage space for residents.
- 9.65 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

- 9.66 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).
- 9.67 The weight to be attached to a local finance consideration remains a matter for the decision maker.
- 9.68 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 Officer’s 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 The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

11.7 In summary, the Council must, in the exercise of its function, have due regard to the need to:

(a) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;

(b) advance equality of opportunity between people who share a protected characteristic and those who do not;

(c) foster good relations between people who share a protected characteristic and persons who do not share it.

- 11.8 The duty continues to be a “have regard duty”, and the weight to be attached to it is a matter for the decision maker, bearing in mind the issues of relevance and proportionality. It is not an absolute requirement to eliminate unlawful discrimination, advance equality of opportunity or foster good relations.
- 11.9 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/>
- 11.10 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
- 11.11 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/>
- 11.12 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.

## **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:

941-P-001: 941-P-002: 941-P-003: 941-P-004: 941-P-005: 941-P-006-A: 941-P-007: 941-P-010: 941-P-011-A: 941-P-012: 941-P-013-A: 941-P-014: 941-P-020: 941-P-021-A: 941-P-022: 941-P-023: 941-P-024: 1610/54/AIA: Arboricultural Impact Assessment: Daylight and Sunlight Report: Design and Access Statement: Land Contamination Assessment: Material Schedule: Parking Survey: Planning Statement: Tree Survey and Constraints Plan

**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 four (4) residential dwellings 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) No occupation shall occur until such time as all hard landscaping works which form part of the approved scheme under part a) are completed.

**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 Logistics Plan**

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

- 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 vehicle activity; and
- iii) Measures to deal with safe pedestrian movement.

b) The measures specified in the approved details shall be implemented prior to commencement of development and shall be adhered to during the period of construction.

**Reason:** In order to ensure satisfactory vehicle management and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011), and Policy 5.3 Sustainable design and construction, Policy 6.3 Assessing effects of development on transport capacity and Policy 7.14 Improving air quality of the London Plan (2015).

## **6. 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).

## **7. External Lighting**

a) No development shall commence above ground level on site until such time as an External Lighting Plan has been submitted to and approved in writing by the Council.

b) Any such external lighting proposed, shall be installed in accordance with a) prior to first occupation and thereafter retained and maintained in perpetuity.

**Reason:** In order that the local planning authority may be satisfied that the lighting is installed and maintained in a manner which will minimise possible light pollution to the night sky and neighbouring properties and to comply with DM Policy 27 Lighting of the Development Management Local Plan (November 2014).

## **8. Site Contamination**

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

(i) A 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 Phase 2 intrusive 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 is 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).

## **9. Soft Landscaping**

a) No construction above ground shall commence until such time as 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.

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 (5) 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).

## **10. Boundary Treatment**

a) No construction above ground shall commence until such time as 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.

b) No occupation shall occur until the approved boundary treatments shall be implemented 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. Cycle Parking Provision**

a) A minimum of eight (8) secure dry cycle parking spaces shall be provided within the development as indicated on the plan no 941\_P\_011 hereby approved.

b) No occupation shall occur until all cycle parking spaces are provided and made available for use 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).

## **12. Refuse Storage**

No occupation shall occur until the storage of refuse and recycling facilities as approved are provided in accordance with plan nos. 941\_P\_011 and s8.4 on page 36 of the Design and Access Statement. They shall thereafter be permanently retained and maintained in perpetuity.

**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).

## **13. 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).

## **14. 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).

## **15. Materials/Design Quality**

a) The development shall be constructed in those materials outlined within the Material Schedule and section 6.3 on page 28 of the Design and Access Statement.

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 crossovers 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.