

Committee	PLANNING COMMITTEE (A)	
Report Title	62-72 Dalmain Road, SE23	
Ward	Crofton Park	
Contributors	Geoff Whittington	
Class	PART 1	Date: 16 August 2018

Reg. Nos. DC/17/104928

Application dated 7 December 2017

Applicant Mr Broome

Proposal The construction of an extension at first and second floor to the rear of 62-72 Dalmain Road, SE23 to provide additional office space (Use Class B1), together with alterations to the elevational treatment fronting Dalmain Road.

Applicant's Plan Nos. SB21.01 C Rev C; SB 24.02 Rev D; SB 24.05 Rev A; SB 30.01 Rev B; SB 30.02 Rev B; SB 30.03 Rev A; SB 30.04 Rev B; SB 30.05 Rev A; SB 31.07; Location Plan; Transport Statement; Design & Access Statement; Travel Plan; Parking Survey; Sustainability Statement Received 5 January 2018

CGI Images Received 19 June 2018

Background Papers

- (1) Case File LE/703/C/TP
- (2) Local Development Framework Documents
- (3) The London Plan (2016 as amended)
- (4) The NPPF

Designation

PTAL 2
Local Open Space Deficiency
Local Employment Location
Hopcroft Neighbourhood Forum

1.0 **Property/Site Description**

- 1.1 The application site comprises a part single, part two storey building located within a roughly rectangular shaped plot on the southern side of Dalmain Road. The building comprises 828 square metres of industrial/employment floorspace, the majority of which is used for B1 office purposes, with the remainder being used for B8 (storage and distribution purposes). The application building is set back from the highway by an area of hard surfacing approximately 5 metres deep.
- 1.2 The building benefits from a 2-storey extension to the front of the building that was constructed in 2017, and is clad in black coloured metal panelling.
- 1.3 The site falls within the designated Malham Road Local Employment Location. The adjoining employment site to the west is occupied by a scaffolding company, and to the south is a vehicle parts business. The eastern boundary of the site adjoins the rear boundaries of part two, part three storey terraced properties fronting Wastdale Road, which

are predominantly in residential use except for one remaining ground floor commercial unit. Directly opposite the site, on the northern side of Dalmain Road are the flank elevations of part two, part three storey residential dwellings (Nos. 57 to 75).

- 1.4 The site has a PTAL of 2, and is approximately 0.6 miles from Forest Hill train station. There are no on-street parking restrictions within Dalmain Road or the surrounding streets, and the site currently benefits from five off-street parking spaces.

2.0 Relevant Planning History

- 2.1 Permission granted in 2015 for the construction of an extension at first floor level at 58-72 Dalmain Road SE23 to provide additional office space.
- 2.2 Permission granted in 2016 for the construction of an extension at first floor and second floor level at 58-72 Dalmain Road SE23 to provide additional office space, together with the provision of secure cycle parking. This scheme was implemented in 2017.
- 2.3 Permission granted in 2016 in respect of a Section 96A application for a non-material amendment in connection with the planning permission (DC/16/957730) dated 3 May 2016 for the construction of an extension at first floor level at 58-72 Dalmain Road SE23 to provide additional office space, in order to allow the installation of 4 oriel windows in the west elevation, 2 additional roof lights, additional external door at the front (north elevation) and alteration to office partitions on the 1st/ 2nd floors.
- 2.4 In 2017, an application was submitted to the Council proposing the construction of an extension at the first and second floor to the rear of the application site to provide additional office space (DC/17/102025). The case is currently subject to a non-determination appeal and at the time of this report, the Planning Inspector had not reached a decision.
- 2.5 It should be noted that the correct address for the site is 62-72 Dalmain Road, not 58-72 as stated in the earlier applications.

3.0 Current Planning Application

- 3.1 The current application proposes the construction of a 2-storey extension at the rear of 62-72 Dalmain Road, measuring 18 metres deep, and 8.3m high. In comparison with the scheme that is currently subject to an appeal, the extension would be sited a further distance away from the eastern boundary due to a reduction in the second floor footprint, whilst its height would be 1.2 metres lower.
- 3.2 The new extension would create an additional 345sqm square metres of office floorspace and the applicant advises that this would enable a total of 67 staff to be employed, an increase of 22 staff given that 45 are currently employed within the premises.
- 3.3 The elevations of the extension are proposed to consist of painted timber and corrugated metal, whilst the roof would comprise pitched and flat roof elements comprised of aluminium panels. Dark coloured uPVC framed windows would be provided to all elevations.
- 3.4 Alterations to the elevational treatment fronting Dalmain Road would include the removal of the existing black metal cladding, which would be replaced by a lighter shade of timber cladding to match the appearance of the existing lower level.
- 3.5 Six dry and secure cycle spaces would be provided within the site, whilst the existing 5 parking spaces would be retained.

4.0 Consultation

Neighbours and Local Amenity Societies

- 4.1 This section outlines the consultation carried out by the Council following the submission of the application and summarises the responses received. The Council's consultation exceeded the minimum statutory requirements and those required by the Council's adopted Statement of Community Involvement.
- 4.2 A site notice was displayed, letters were sent to residents in the surrounding area and the relevant ward Councillors.

Written Responses received from Local Residents

- 4.3 Eight letters have been received, objecting to the proposed development, on the following grounds:
- Increased traffic and highways safety concerns;
 - Hours of operation – anti-social;
 - Scale of development;
 - Detrimental visual impact;
 - Appearance of existing black cladding to existing front extension.

(Letters are available to Members)

5.0 Policy Context

Introduction

- 5.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority shall have regard to:-
- (a) the provisions of the development plan, so far as material to the application,
 - (b) any local finance considerations, so far as material to the application, and
 - (c) any other material considerations.
- A local finance consideration means:
- (a) a grant or other financial assistance that has been, or will or could be, provided to a relevant authority by a Minister of the Crown, or
 - (b) sums that a relevant authority has received, or will or could receive, in payment of Community Infrastructure Levy (CIL)
- 5.2 Section 38(6) of the Planning and Compulsory Purchase Act (2004) makes it clear that 'if regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.' The development plan for Lewisham comprises the Core Strategy, the Development Management Local Plan, the Site Allocations Local Plan and the Lewisham Town Centre Local Plan, and the London Plan. The NPPF does not change the legal status of the development plan.

National Planning Policy Framework

- 5.3 The revised NPPF was published on 24th July 2018 and is a material consideration in the determination of planning applications. It contains at paragraph 11, a 'presumption in favour of sustainable development'. Annex 1 of the NPPF provides guidance on its

implementation. In summary, this states in paragraph 213, 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 and in regard to existing local policies, that ‘...due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given)’.

- 5.4 Officers have reviewed the Core Strategy and Development Management Local Plan for consistency with the NPPF and consider there are no issues of significant conflict. As such, full weight can be given to these policies in the decision making process in accordance with paragraph 213 of the NPPF.

Other National Guidance

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

The London Plan (2016 as amended)

- 5.6 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:-

- 5.7 The London Plan policies relevant to this application are:

Policy 3.16 Protection and enhancement of social infrastructure
Policy 4.4 Managing industrial land and premises
Policy 5.3 Sustainable design and construction
Policy 6.3 Assessing effects of development on transport capacity
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.12 Road network capacity
Policy 6.13 Parking
Policy 7.4 Local Character
Policy 7.6 Architecture

Core Strategy

- 5.8 The Core Strategy was adopted by the Council at its meeting on 29 June 2011. The Core Strategy, together with the Site Allocations, the London Plan and the Development Management Local Plan (2014), 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:

Policy 3 Strategic Industrial Locations and Local Employment Locations
Policy 8 Sustainable design and constructions and energy efficiency
Policy 14 Sustainable movement and transport
Policy 15 High quality design for Lewisham

Development Management Local Plan

- 5.9 The Development Management Local Plan was adopted by the Council at its meeting on 26 November 2014. The Development Management Local Plan, together with the Site

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

- DM Policy 10 Local Employment Locations (LEL)
- DM Policy 22 Sustainable design and construction
- DM Policy 29 Car parking
- DM Policy 30 Urban design and local character
- DM Policy 31 Alterations and extensions to existing buildings including residential extensions

6.0 Planning Considerations

6.1 The main planning considerations include:

- a) Principle of development;
- b) Design and scale;
- c) Impact on neighbouring properties;
- d) Highways and traffic issues.

Principle of Development

- 6.2 DM Policy 10 Local Employment Locations (LEL) states the Council will support uses within the B Use Class, subject to the use being appropriate in the location in relation to the surrounding built context, the intensity of the use, and being in accordance with the aims of Core Strategy 3, which will protect the LELs for a range of uses within B Use Class to support the functioning of the local economy.
- 6.3 London Plan Policy 4.4 states that sufficient space to accommodate demand for workspace suitable for SMEs and for new and emerging industries is also required including for the needs of micro-firms.
- 6.4 Core Strategy Policy 3 advises the Council will protect the Local Employment Locations (LELs) for a range of uses within the B Use Class (B1, B8 and where appropriate B2 industry) and also appropriate sui generis uses, to support the functioning of the local economy.
- 6.5 The proposed development would provide additional office floorspace to an established industrial building located within a designated local employment location. The applicant has advised that a total of 67 staff would be employed within the extended premises, an increase of 22 upon the existing.
- 6.6 The building would continue to have a mixed use and become a base for the applicant's building development company with the remainder of the building let out as general offices either ancillary to the existing business, or shared with other office users, the aim being to provide flexible B1 floorspace - which may include start-up workspace - that would be available for both short and long term periods.
- 6.7 Accordingly, subject to the resulting impact of the proposal, the principle of the additional employment floorspace accords with the provisions of the NPPF, London Plan policy 4.4, adopted Lewisham Core Strategy Policy 3, and adopted Lewisham Development Management Local Plan DM Policy 10, serving to protect and provide an appropriate use within the designated LEL.

Design and Scale

- 6.8 Core Strategy Policy 15 states that the Council will apply national and regional policy and guidance to ensure highest quality design and the protection or enhancement of the historic environment, which is sustainable, accessible to all and optimises the potential of sites and is sensitive to the local context, responding to local character. London Plan Policy 7.4 states that development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. High quality design requires that the development, amongst other things, is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings and allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area.
- 6.9 DM Policy 30 relating to urban design also requires development proposals to attain a high standard of design. Part 5 of the policy states that an adequate response to the detailed matters will be required in planning applications to demonstrate the required site specific design response. These are listed under the policy.
- 6.10 The proposed 2-storey rear extension would measure a depth of 18 metres, and a height of 8.3 metres – 1.2 metres lower than the existing ridgeline of the extended frontage. External materials would include timber cladding to the eastern elevation (facing the rear elevations of Wastdale Road), with painted metal cladding to the south and west elevations, a metal roof to match the existing and uPVC windows.
- 6.11 Officers are satisfied that the proposed extension would be of appropriate scale in general design terms, and would appear subordinate to the existing building, whilst due to its siting behind the extended frontage of the application premises, there would be no significant harm upon the character of the streetscene.
- 6.12 The design and appearance of the proposed building would be more functional than of exceptional design quality; however the proposal would be appropriate with regard to the general scale and appearance of the industrial and employment setting of this Local Employment Location. It is noted that the adjacent employment building to the south is of a similar scale and height to the proposed extension.
- 6.13 Officers are also satisfied that the scale of proposed development would respect the adjacent residential character, incorporating a height that would be no greater than the existing Wastdale Road properties, whilst the appearance of the eastern elevation would appear less 'industrial' due to the proposed facing materials.
- 6.14 Therefore, subject to the level of resulting impact upon neighbouring amenity, officers raise no objections toward the further enlargement of the building, and are satisfied it would appear as an appropriate form of development.
- 6.15 The extended north elevation of the application building has been clad in a black metal finish (formally approved in a discharge of conditions application), which has raised objections from residents who consider it to appear oppressive and stark. The applicant has therefore agreed to replace the black metal with timber cladding of a lighter tone to match the appearance of the existing ground floor level. Officers accept this alteration, which will be secured by condition.

Impact on Neighbouring Properties

- 6.16 DM Policy 32 states that new residential development should be neighbourly and not result in adverse impacts on the amenities of nearby properties.

- 6.17 London Plan Policy 7.6 requires that development does not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy and overshadowing.
- 6.18 The planning application that is currently subject to an Appeal proposed an extension that would have resulted in considerable adverse harm upon neighbouring residential properties, particularly dwellings located directly to the east of the site on Wastdale Road, due to its siting and height.
- 6.19 Following concerns by officers, the applicant has reduced the height of the extension by 1.2 metres, now measuring a height of 8.3 metres incorporating a pitched roof, and a depth of 18 metres. In addition, part of the extension at second floor level would step inwards away from the eastern boundary by 1.7 metres for a depth of 8 metres.
- 6.20 The nearest Wastdale Road dwellings have relatively shallow gardens, and are already enclosed to some extent by the existing sawtooth roof of the building, and the 2-storey buildings directly to the rear of their gardens.
- 6.21 The extension would lie approximately 20 metres from the eastern boundary of the nearest Wastdale Road dwelling, and whilst it would be visible, due to the reduction in scale and height, and the use of lighter coloured cladding, officers are satisfied that it would not appear so dominant or overbearing to impact significantly upon neighbouring amenity, as demonstrated in the CGI image (received 19 June 2018)
- 6.22 No.33 Wastdale Road currently has some visual respite, with west facing outlook through the gaps between the sawtooth roof, and beyond the application site. Whilst this would be reduced to some extent, the extension would be sited a sufficient distance away.
- 6.23 East facing high level windows would face the Wastdale properties, and therefore officers are satisfied there would be no significant overlooking or loss of privacy.
- 6.24 In respect of other residential dwellings within nearby Dalmain Road to the north of the appeal site, due to its siting behind the existing 2-storey front extension, there would be no adverse visual harm upon their amenities.
- 6.25 Officers are also satisfied that the scale of development would not harm neighbouring employment premises.
- 6.26 In regard to hours of operation, the applicant has advised that the building would be accessible every day from 7am until 10pm, and opened/ locked by the site manager. It is expected however that the majority of workers would vacate the building by 6pm.
- 6.27 Considering the nature of the office use, it would be unlikely to result in any significant harm upon the amenities of neighbouring occupiers in terms of noise and disturbance.

Highways and Traffic Issues

- 6.28 The Council, in line with the London Plan takes a restrictive approach to private parking provisions in order to promote sustainable modes of transport, where appropriate. Parking should comply with the standards of the London Plan, as shown in Table 6.2 of the Parking Addendum to Chapter 6.
- 6.29 The application site has a PTAL rating of 2 and the proposed development would give rise to an additional 22 workspaces, 67 in total. Five off-street parking spaces are currently provided within the site, which would be retained.
- 6.30 The application submission includes a Transport Statement. Whilst it is anticipated that the additional office floorspace would result in additional trips to/from the application site, despite its low PTAL rating of 2 the site is only 0.6 miles from Forest Hill Station, and local

bus services (Nos. 122 and 185) can be accessed from bus stops along the A205 within 250 metres of the site.

- 6.31 It is acknowledged that the office floorspace would create additional vehicular movements and on-street parking. Subsequently, residents have raised objections toward the proposal as they consider that the additional floorspace would result in parking stress to the unrestricted neighbouring streets, in particular Dalmain Road.
- 6.32 As part of the proposal, a parking survey has been undertaken of the immediate area on consecutive nights in December 2017, which indicated a high number of available spaces in Dalmain Road and Malham Road.
- 6.33 This has been reviewed by the Council's Highways officer, who is satisfied with the methodology of the survey, and considers that as the Transport Statement concludes there would be an additional 6.2 trips in the am peak, this would not result in any significant impact on parking overall.
- 6.34 The applicant has agreed to the provision of a dry and secure cycle store for six bicycles. Transport for London's Workplace cycle parking guide; Appendix 2 gives a figure of 1 cycle per 250m² for new office developments, with a minimum of 2 spaces. The proposed extension would provide an additional 345m², which would indicate 2 spaces for the site on this basis.
- 6.35 The London Plan, Parking Addendum to Chapter 6 – cycle parking gives a higher standard of 1 space per 150m² for long stay, in an outer London location, for B1 use. On this basis, the cycle provision is considered acceptable.
- 6.36 In addition, a planning condition would be included requiring the submission of a detailed Travel Plan outlining appropriate measures to ensure future employees were made aware of sustainable modes of transport, rather than relying upon private vehicles to reach the workplace. The Applicant has already undertaken a Travel Plan in relation to the 2016 approved scheme.

7.0 Community Infrastructure Levy

- 7.1 The above development is liable for Mayoral CIL.

8.0 Equalities Considerations

- 8.1 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.
- 8.2 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.
- 8.3 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.

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

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

1. The essential guide to the public sector equality duty
2. Meeting the equality duty in policy and decision-making
3. Engagement and the equality duty
4. Equality objectives and the equality duty
5. Equality information and the equality duty

8.6 The essential guide provides an overview of the equality duty requirements including the general equality duty, the specific duties and who they apply to. It covers what public authorities should do to meet the duty including steps that are legally required, as well as recommended actions. The other four documents provide more detailed guidance on key areas and advice on good practice. Further information and resources are available at:

<https://www.equalityhumanrights.com/en/advice-and-guidance/public-sector-equality-duty-guidance>

8.7 The planning issues set out above do not include any factors that relate specifically to any of the equalities categories set out in the Act, and therefore it has been concluded that there is no impact on equality.

9.0 Human Rights Implications

9.1 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.

9.2 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.

10.0 Conclusion

10.1 It is considered that the development would satisfy the relevant policies of the Development Plan and all other material planning considerations, and accordingly it is recommended permission be granted for the proposed extension and additional office workspace.

11.0 **RECOMMENDATION** **GRANT PERMISSION** subject to the following conditions:

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

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

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

SB21.01 C Rev C; SB 24.02 Rev D; SB 24.05 Rev A; SB 30.01 Rev B; SB 30.02 Rev B; SB 30.03 Rev A; SB 30.04 Rev B; SB 30.05 Rev A; SB 31.07; Location Plan; Transport Statement; Design & Access Statement; Travel Plan; Parking Survey; Sustainability Statement Received 5 January 2018

CGI Images Received 19 June 2018

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) (a) A minimum of 6 secure and dry cycle parking spaces shall be provided.
- (b) No development beyond piling shall commence on site until the full details of the dry and secure cycle parking facilities have been submitted to and approved in writing by the local planning authority.
- (c) All cycle parking spaces shall be provided and made available for use prior to occupation of the extension hereby granted 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).

- (4) (a) No part of the extension hereby approved shall be occupied until such time as a user's Travel Plan, in accordance with Transport for London's document 'Travel Planning for New Development in London' has been submitted to and approved in writing by the local planning authority. The development shall operate in full accordance with all measures identified within the Travel Plan from first occupation.
- (b) The Travel Plan shall specify initiatives to be implemented by the development to encourage access to and from the site by a variety of non-car means, shall set targets and shall specify a monitoring and review mechanism to ensure compliance with the Travel Plan objectives.
- (c) Within the timeframe specified by (a) and (b), evidence shall be submitted to demonstrate compliance with the monitoring and review mechanisms agreed under parts (a) and (b).

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

- (5) Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), the use of the flat roofed elements of the extension hereby approved shall be as set out in the application and no development or the formation of any door providing access to the roof shall be carried out, nor shall the roof area be used as a balcony, roof garden or similar amenity area.

Reason: In order to prevent any unacceptable loss of privacy to adjoining properties and the area generally and to comply with Policy 15 High Quality design for Lewisham of the Core Strategy (June 2011), and DM Policy 31 Alterations and extensions to existing buildings including residential extensions of the Development Management Local Plan (November 2014).

- (6) No development shall commence on site until specification and samples of all external materials and finishes, including windows and roof coverings to be used have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

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

- (7) The proposed first and second floor employment units hereby granted shall only be used for (B1) Business use.

Reason: To provide employment floorspace in line with Core Strategy Policy 3: Local Employment Locations:

INFORMATIVES

- (A) The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, positive discussions took place, which resulted in further information being submitted.
- (B) As you are aware the approved development is liable to pay the Community Infrastructure Levy (CIL) which will be payable on commencement of the development. An '**assumption of liability form**' must be completed and before development commences you must submit a '**CIL Commencement Notice form**' to the council. You should note that any claims for relief, where they apply, must be submitted and determined prior to commencement of the development. Failure to follow the CIL payment process may result in penalties. More information on CIL is available at: - <http://www.lewisham.gov.uk/myservices/planning/apply-for-planning-permission/application-process/Pages/Community-Infrastructure-Levy.aspx>
- (C) You are advised that all construction work should be undertaken in accordance with the "London Borough of Lewisham Code of Practice for Control of Pollution and Noise from Demolition and Construction Sites" available on the Lewisham web page.

