

Committee	PLANNING COMMITTEE (C)	
Report Title	52-54 THURSTON ROAD SE13 7SD	
Ward	Lewisham Central	
Contributors	Emma Talbot	
Class	PART 1	Date: 20 OCTOBER 2011

<u>Reg. No.</u>	DC/11/77754 as revised
<u>Application dated</u>	30.06.11, completed 27 July 2011 [as revised on 13.09.11, 28.09.11, 07.10.11]
<u>Applicant</u>	Mr R Rossetti of Savills on behalf of Regionla Square (Thurston Road) Ltd
<u>Proposal</u>	The construction of a part 9, part 10 storey building comprising three commercial units to the ground floor (Use Class B1 Business) and 28, 1 bed, 24, 2 bed and 10, 3 bed self-contained flats, together with the provision of five car parking spaces, bin store and associated landscaping.
<u>Applicant's Plan Nos.</u>	005 A, 010 A, 011 E, 012 K, 013 K, 015 G, 016 F, 017 G, 018 F, 020 H, 021 D, 022 D, 024 F, 025 B, 050, 051, 080 B, 21643/002/007 A, Planning Design & Access Statement (09 June 2011) part superseded by area schedule and accommodation distribution and mix received 07.10.11, Flood Risk Assessment Revision B (August 2010), Flood Risk Management Plan Revision 1(June 2011 MacDonald Egan), Transport Statement (May 2010 Regional square Ltd), PPG24 Noise Survey & Assessment (cass allen associates, 02/06360 REV 2), Planning Statement (July 2010 Savills), Planning Obligations Statement, Sustainability Statement (September 2011), Groundsure Review (Dec 8 2010), wind microclimate Around 52-54 Thurston Road (7 April 2011, BRE), Air Quality assessment (March 2010, Air Quality Consultants), Letter to Judith Cooke dated 05 August 2011, clarification note (07.10.11), Marley Eternit Natura Pro samples in natural grey and Anthracite, metal colour samples Anolok 541& Anolok 547.
<u>Background Papers</u>	<ul style="list-style-type: none"> (1) Case File - LE/132/C/TP (2) Adopted Unitary Development Plan (July 2004) (3) Local Development Framework Documents

- (4) The London Plan (2011)
- (5) Core Strategy (June 2011)
- (6) PPS 1: Delivering Sustainable Development
- (7) PPS 3: Housing
- (8) PPS 4: Planning for Sustainable Economic Growth
- (9) PPS 9: Biodiversity and Geological Conservation
- (10) PPG 13: Transport
- (11) PPG 17: Planning for Open Space, Sport and Recreation
- (12) PPS 22: Renewable Energy
- (13) PPS 23: Planning and Pollution Control
- (14) PPG 24: Planning and Noise
- (15) PPS 25: Development and Flood Risk

Designation

Adopted UDP - Existing Use, Major District Centre

Core Strategy – Growth and Regeneration Area, Lewisham Town Centre

Screening

Screening opinion confirming that the development is not EIA development was issued in October 2011.

1.0 Property/Site Description

- 1.1 The application site is located on the north side of Thurston Road, at its western most end where it meets Brookmill Road. The site is triangular in shape, narrowing to the west and is bounded by a railway viaduct to the north. To the east of the site there is a vacant area of land. Thurston Road is a busy route into Lewisham Town Centre which is the main route from Deptford. The road is a bus route.
- 1.2 Until relatively recently the site was occupied by a car breakers yard. It is currently in use as a car wash and is hard paved. This part of Thurston Road is mostly in industrial use with 12 units at Sherwood Court (although at least three are in use as unauthorised churches presently) and to the south of the site sits the main Thurston Road Industrial Estate. This has planning permission for redevelopment to provide retail and commercial space along with over 400 residential units.
- 1.3 The site is located within flood zone 3a as defined by PPS 25 with a 1 in 100 year risk of flooding. Recent flood modelling by the Environment Agency has resulted in a greater depth of flood waters anticipated for the site in a flooding event. The site is also located above an aquifer. It is within Lewisham Town Centre and is a site which is being promoted through the Lewisham Town Centre Area Action Plan for redevelopment. The site is within an Air Quality Management Area.

2.0 Planning History

2.1 There have been various applications for development of this site, the majority of which is of no relevance to the current application. Those applications of relevance are;

2.2 Outline planning permission was granted in 2004 for the construction of a four storey block comprising 4 office units together with 12 one bedroom self-contained flats. Valid reserved matters applications were not received within the necessary three years following the grant of planning permission and the outline planning permission has therefore lapsed.

2.3 Outline planning permission was refused in 2005 for the construction of a four storey building at the site comprising 16 one bedroom self-contained flats. The application was refused because the ground floor residential use was considered unsuitable and would give rise to a poor quality living environment. No evidence was provided to demonstrate that an employment use of mix of uses could not be provided in this location.

2.4 In 2010, a planning application was submitted for an almost identical scheme. Planning officers raised a number of concerns about the quality and content of supporting documents. The scheme was subsequently withdrawn.

2.5 In addition to the planning history for the site itself, there are a number of schemes that have recently been approved in the surrounding area which are of some relevance, as outlined below:

2.6 Loampit Vale

2.7 Following a resolution to grant planning permission in September 2009, planning permission was granted in March 2010 for the redevelopment of the land to the south of Loampit Vale (LPA ref DC/09/71246). This proposal comprises the redevelopment of the site to provide a new leisure centre, over 788 new homes, retail and business space and the re-provision of the existing London City Mission provide within eight buildings ranging in height from five to 24 storeys arranged across the site generally rising in height from the west to the east. There would be 181 car parking spaces within the development, 866 cycle spaces and 26 motorcycle spaces. Development commenced in April 2010.

2.8 Lewisham Gateway

2.9 In October 2007, the Council resolved to grant planning permission (part outline/part detailed) (LPA ref: DC/06/62375) for the comprehensive redevelopment of the Lewisham Gateway site, which lies to the east of Loampit Vale. The resolution to grant was subject to referral of the application to the Secretary of State and the GLA and the entering into a Section 106 Agreement. The legal agreement was completed and planning permission granted in May 2009. This proposal comprises up to 100,000 sq. m. of retail, offices, hotel, approximately 800 residential units, education, health and leisure with new road layout, parking, servicing, associated infrastructure and improvements to the public transport interchange, as well as open space, rivers and water features. The Gateway proposals provide for a minimum, optimum and maximum scheme with a range of building heights, up to 77m (22 storeys) in the maximum scheme.

2.10 Thurston Road Industrial Estate

- 2.11 In 2006 planning permission (LPA ref: DC/05/59343/X) was granted for the construction of a four to fifteen storey building on the site of Thurston Road Industrial Estate, Jerrard Street SE13, comprising retail units, including a garden centre, 19 live/work units, 71 one bedroom, 178 two bedroom, 21 three bedroom and 1 four bedroom self-contained flats/maisonettes, together with associated landscaping, provision of a delivery yard, loading bay, stores, bin stores, 185 cycle, 24 motorcycle and 350 car parking spaces on ground and upper ground floor levels, associated highway works, plant and servicing.
- 2.12 In 2008 a further planning application (LPA ref: DC/07/65251/X), was granted for the construction of a 2 to 17 storey building, incorporating balconies/terraces, on the site of Thurston Road Industrial Estate, comprising up to a total of 6,771 m² non-food retail space (Use Class A1), 5 units of flexible commercial (Use Class B1)/live/work space , 4 units of flexible retail/commercial (Use Classes A1/A2/B1) space, 406 dwellings comprising 108 one bedroom, 256 two bedroom and 42 three bedroom self-contained flats/maisonettes, together with associated landscaping, provision of a delivery yard, loading bay, stores, bin stores, 415 cycle, 4 motorcycle and 235 car parking spaces comprising 117 retail spaces and 118 residential spaces on ground and upper ground floor levels, with courtyard garden above, associated highway works, plant and servicing.
- 2.13 The 2008 application was subject to an extension of time limit application in February 2011. It was resolved, subject to referral to the GLA and completion of a Section 106, to grant an extension to the scheme of 18 months in July 2011.

3.0 Current Planning Application

- 3.1 The current application is for the redevelopment of the site to provide a part 9, part 10 storey building comprising three commercial units to the ground floor plus 62 residential units comprising 28 x 1 bed, 24 x 2 bed and 10 x 3 bed. 12 of the units would be affordable in the form of intermediate tenure. A shared amenity space with children's play equipment would be located at the 9th floor on the roof top of the 9 storey element.
- 3.2 The building would take the form of a cranked rectangular block, following the edge of the site on the frontage towards the northwest end of the site and being angled back from the edge of the site towards the southeast end. Overall, the building would measure 58m in length and would be approximately 13m wide (not including balconies or projections), tapering in to 6.5m wide at the northwest edge of the site. The 10 storey element would measure 30m in height and would be 20.5m in width. The building would then step down to 9 storeys, measuring 27m in height for 37.5 m in length. Railings are shown on the 9 storey element which would form a roof top amenity space for the units and a CHP chimney is also included which would sit 3m above the highest part of the building.
- 3.3 The materials proposed for the building are grey and 'light tone' eternit panels, samples of which have been submitted and powder coated metal framing for glazing frames and railings. Although the plans state that the colour is to be confirmed, the design and access statement specifies that the treatment would be regency gold and samples of that have been submitted for approval.

- 3.4 More detail of the proposed treatment of the ground floor has been provided detailing the built in signage to the residential cores which would be screen printed onto railings forming gates into the building, railings, stairs and finish of commercial unit frontages and positioning of ornamental trees. More detailed studies of this elevation are included as part of the design and access statement.
- 3.5 In terms of landscaping, proposals for the front of the building include 20 ornamental trees located along the frontage at key positions in front of lift positions and staircases the residential units which would have flood voids beneath.
- 3.6 7 trees are proposed to the rear of the building with the remainder of the area hard landscaped.
- 3.7 The ground floor would comprise of three B1 commercial units (with mezzanine floors) and cycle storage, refuse rooms and a plant room. The building would be raised above ground level to allow for a flood void to be provided beneath the building. The ground floor units would therefore be accessed via sets of stairs and accompanying platform lifts. Between the commercial units, an undercroft would provide vehicular access to the parking and service area situated behind the building. Residential entrances would be located at the southern most and northern most ends of the building. These entrances would have level access.
- 3.8 Access to residential units would be from decks located on the eastern elevation. Two cores, each with one lift, would give access to three units from the northern core and five from the southern most one. A connecting door would be located between the cores so that there would be access between the two.
- 3.9 At first floor level would be the mezzanine of the commercial units and three private residences; 2 x 1 bed and 1 x 2 bed. The second, fourth, sixth and eighth floors would comprise of 3 x 1 bed, 4 x 2 bed and 1 x 3 bed units, the third, fifth and seventh floors would have 4 x 1 bed, 2 x 2 bed and 2 x 3 bed units and the 9th floor would comprise 2 x 1 bed and 1 x 2 bed units. All units would have open plan living/kitchen dining spaces and all apart from 9 units would have access to private balcony spaces.
- 3.10 The intermediate/shared ownership units would be located from 1st to 7th floors and would be positioned towards the northern most core of the building.
- 3.11 The submission is accompanied by a number of supporting documents, the details of which have been set out in the following paragraphs.

Design and Access Statement

- 3.12 The submitted design and access statement outlines the design process for the scheme as well as the design philosophy of the architect to demonstrate the quality of other schemes from that practice. This describes the site and its context, outlines how the site was appraised and how it has responded to other town centre developments. The development of the scheme proposal is outlined and the design decisions explained. The statement explains that the massing of the proposed building is a response to the approved Thurston Road Industrial Estate development. The access and parking arrangements are explained and an assessment of the scheme's impact on surrounding residential areas to the north of the railway viaduct is shown which concludes that there would be no significant

impact due to the distances between the sites and the railway viaduct acting as a buffer.

- 3.13 The different materials explored are outlined which has resulted in the use of Eternit cladding being proposed in grey and light tones. Precedent examples of other schemes are included to demonstrate the proposed finishes and detailing. The detailing of the green roof and overall landscaping approach is explained, including a proposal for wider works for Thurston Road. The design and access statement outlines the approach to street activity for the ground floor and creation of public space. It also demonstrates how flood resilience has been designed into the scheme with the incorporation of flood defences as part of a detailed designed ground floor and public realm with anodised aluminium gates/railings picking up on the design of the windows and doors in a regency gold colour. Raised decks would be precast concrete. It is proposed that the detailing of features would be simple and refined with landscaping used to soften the edge of access points into the building.
- 3.14 The landscaping details state that trees would be either birch or cherry to be robust whilst providing seasonal variation. These would be planted into porous external surfaces of clay paving blocks with tress pits detailed with 'grilles for protection'. Bollards (retractable) are proposed to the building edge to protect from vehicles and a series of lighting is proposed with spotlights within trees and wall mounted lighting beneath the arches to the railway.
- 3.15 Details of the roof are provided showing the incorporation of a green roof on the 9 storey element and the 10 storey as well as useable play space.
- 3.16 The statement includes a full schedule of accommodation and identifies the location of the proposed shared ownership units.

Planning Statement

- 3.17 The submitted planning statement describes the site and its surroundings and sets out the planning history for the site. The document notes the relevant policy framework at the national, regional and local levels as was the case at the time when the submission was made [the London Plan 2011 has been adopted in the interim period]. The key planning considerations are identified as the general principle of the development, delivering regeneration, mix of uses, delivering homes, design, environmental sustainability, sustainable transport, noise, flooding and Section 106 contributions. The report concludes that the scheme is in accordance with all of the relevant policies and presenting a sustainable, mixed-use development that would enhance the local environment.
- 3.18 A Statement of Community Involvement is included as part of the Planning Statement outlining the properties consulted and material that was circulated. This resulted in no local interest or enquiries.

Air Quality Assessment

- 3.19 The submitted Air Quality Assessment identifies the baseline conditions on the site for Nitrogen Dioxide levels and PM₁₀ particulates. The impact on air quality from the proposal is stated to be from construction with traffic levels not felt to be likely to have a perceptible impact due to the proposed 5 parking spaces only. The

report also assesses the impact from exposing new residents into the Air Quality Management Area.

- 3.20 The report states that the predicted annual mean concentration of nitrogen dioxide, PM_{2.5} and PM₁₀ levels are well below the objectives at all receptor location around the site in 2009 and 2012. The number of days when PM₁₀ concentrations would be above acceptable concentration levels would also be below objectives at all receptors. The report concludes that it is not expected that as a result of the scheme, new exposure would be introduced into this area.
- 3.21 The construction works are stated to pose a medium risk to air quality based on GLA Site Evaluation Guidelines with the main impacts likely to be from demolition and site preparation activities along with dust tracking from vehicles leaving the site. Proposed mitigation is outlined in section 6.3 of the report and includes erecting solid barriers around the site, planning the location of dust causing activities and machinery away from sensitive receptors, wheel washing of vehicles, covering loads and cleaning of haulage routes and suppressing dust by using water.

Noise Survey

- 3.22 The submitted noise survey has determined the noise category for the site in accordance with PPG24 by undertaking on site measurements. The noise level category on the site is C which is defined by PPG 24 as being a level at which planning permission should not normally be granted but where considered that planning permission should be given because, for example, no alternative quieter sites are available, planning conditions should be imposed to ensure adequate protection against noise. Surveys of vibration levels due to passing trains were also undertaken and the results confirm that the levels fall below the level at which there would be a low probability of adverse comment.
- 3.23 The vibration levels at the site have also been measured and the report states that they are believed to be acceptable for the proposed development.
- 3.24 The report predicts the internal noise levels for units based on the construction details, room dimensions and LBL noise criteria. This demonstrates that the necessary noise levels could be met, assuming that windows were closed with vents open. It also predicts that a worst case scenario of a freight train passing at night for a flat with a bedroom level with the railway line would meet recommendations of BS8233 and WHO.
- 3.25 The report concludes that the noise levels required to provide adequate levels within the development could be achieved. It recommends that construction noise impacts could be controlled through condition.

Sustainability and Renewables

- 3.26 The submitted sustainability and renewables report (September 2011) assesses the scheme's ability to reduce carbon through the use of passive design measures, clean energy, on-site renewables and Code for Sustainable Homes level 4 for the residential units. The BREEAM for the commercial would be very excellent.

- 3.27 The document estimates the base load carbon use on site and calculates that a 47% saving would be 51, 477 tonnes of carbon dioxide per annum which could be achieved through the use of a gas fired CHP, Solar thermal and photovoltaic panels. It assesses the scheme against the lean, clean, green criteria in the 2008 London Plan concluding that passive measures such as the strong building fabric combined with efficient plant using a Combined Heat and Power (CHP) system with 170 sq.m of Photovoltaic panels at roof level would provide the necessary carbon savings.
- 3.28 The report outlines the sustainability measures generally in terms of materials, water consumption, the use of SUDs to control surface water run-off [although the report incorrectly states that the area is at low risk of flood when in fact it is at high risk of flooding], waste and biodiversity. It is stated that the scheme would meet Code level 4 and a pre-assessment review scored 69.31% which is 'within the parameters of a level 4 rating'. The scoring details and weighting are outlined in the remainder of the document.

Environmental Review

- 3.29 An environmental review has been submitted looking at the history of the use of the site, any pollution incidents, any impact from landfill or other waste sites, the current land use and natural hazards, ground workings and the environmental sensitivity of the site. The report is stated to be a basic risk assessment for the purposes of transaction and due diligence and does not contain a Conceptual Site Model but would prove highly effective in identifying whether one was required.
- 3.30 The report identifies potential contamination sources on the site and given the proximity of residential properties and the location of a major aquifer underlying the site, the site is said to have a high environmental sensitivity. It concludes that significant potential 'environmental liabilities' have been found and further assessment is needed.
- 3.31 Transport Statement
- 3.32 The transport statement explains the current situation with local traffic based on traffic surveys undertaken, predicting the impacts of the new development. TRAVL data has been assessed using a multi modal trip generation is used with St Georges Wharf as comparison (for rented not shared ownership). It is anticipated that rented units would give no rise to car movement with the majority of residents relying on walking (41%). For the private units it is predicted that 89% of people would walk or use public transport with attributable car trips adding 76 inbound and 81 outbound car journeys. The report states that this is considered to overestimate impacts given the low car parking proposed and a restriction on applying for permits within the CPZ.
- 3.33 Cycle parking is proposed with 66 spaces being provided in addition to visitor cycle stands. The assessment includes an analysis of wood pellet delivery and storage although a biomass boiler is no longer proposed as part of the development. Commercial unit servicing would be via Thurston Road which is not restricted.
- 3.34 The assessment considers cumulative impacts taking into account Thurston Road Industrial Estate and Lewisham Gateway. It is stated that the impact of the

proposed development traffic would be typically less than 1% and is not considered significant in traffic engineering terms and would have no significant impact with or without committed developments. Bus usage would also be within capacity.

3.35 Flood Risk Assessment

3.36 The report identifies the site as being within Flood Zone 3 as defined by PPS25. It sets out the relevant policy position and the maximum flood level for the site (6.08m AOD) in a 1 in 50 annual probability event and therefore a minimum floor level required of 6.98 AOD. In a flood event, modelling shows that the site would be at risk for a period of 6 hours with the depth of water resulting in a classification of 'danger for some'. The route would remain safe for emergency services at all times.

3.37 The Flood Risk Assessment outlines the proposals for the site including the provision of affordable housing and a series of contributions to demonstrate that it meets the exception test and that the wider sustainability benefits to the community outweigh flood risk. The details are incorrect with regard to the tenure of affordable housing and the stated Code Level 3 (the sustainability statement commits to level 4 as does the FRA elsewhere). It does however, explain that there would be the removal of an unwelcome use on the site to promote regeneration, the creation of jobs, the provision of new housing with a level of affordable (although all intermediate units), ecology improvements through the incorporation of green roofs, planting and bird/bat boxes, lifetime homes and SUDs using an underground storage tank. It is argued that it would promote economic growth and be environmentally and socially sound.

3.38 Accommodation would be raised above the 1 in 100 year flood levels plus climate change level with flood voids included beneath the building. It is also stated that the applicant would be meeting the cost of raising the public footpath slightly to benefit the community which has been 'embraced by the developer of the neighbouring scheme further along Thurston Road'. The commercial units would also be elevated and safe access arrangements including safe refuge and a site specific flood warning management plan which all future residents and occupiers would be provided with. It also notes that there would be no overall loss of flood plain storage as a result of the development and a reduction in surface water runoff.

3.39 The mitigation within the scheme including raising residential development, a flood compensation scheme, safe refuge spaces and a warning and evacuation plan, the FRA considers that all occupants would be safe during the flood event.

3.40 Flood Risk Management Plan

3.41 The submitted management plan is intended to be the means by which appropriate flood advice will be provided to future occupants. It would become a live document on completion of the development and would be reviewed annually. It explains the risk associated with the site and the actions that would need to be taken in a flood event which would involve staying inside or evacuating before floor level reaches their peak. It sets out the responsible bodies in such an event and also lists actions and equipment that residents would benefit from having in an event.

3.42 Wind Assessment

- 3.43 The submitted wind assessment considers the impact of the scheme on the area immediately around the development. The document submitted is a desk study and no wind tunnel testing or modelling was undertaken in order to assess the impact. The report (prepared by BRE) concludes that the wind conditions on the ground floor of the proposed development are likely to be suitable for pedestrian activities and the roof top conditions likely to be appropriate for play. It is suggested that 'ball and frisbee type activities' are restricted at this level. The shelter afforded by the existing railway embankments and trees coupled with the design features including the residential floors oversailing the ground floor commercial units would provide shelter from downdrafts and wind vortices.

Section 106 Heads of Terms

- 3.44 The proposed Heads of Terms submitted for the application have been set out following the guidance within the Council's draft Planning Obligations SPD. The proposed Heads of Terms and contributions are:

- 3.45 Affordable housing – 4x1 bed, 7x2 bed and 1x3 bed units provided on a shared ownership basis equating to 33 habitable rooms (20%)

S278 agreement to undertake improvements to Thurston Road based on submitted plans

Biodiversity – in kind works to provide green roofs, bird and bat boxes, SUDs and 'additional public greenery'

Renewable energy – Code for Sustainable Homes level 4 to be achieved and CO2 reductions of 20%

Flood Risk/management – development and maintenance of a site specific flood alleviation plan

Management of voids – responsibility to carry out regular inspections and monitoring to keep under floor voids clear, unobstructed and fit for purpose

Wheelchair housing – 6 easily adaptable units

Lifetime Homes compliance of all units

Restriction of future occupiers applying for permits for CPZ

The preparation and management of a Green Travel Plan for both residential and commercial occupiers

Education - £205,199

Employment and training - £29,031

Health services and facilities - £80,600

Open space, sports and leisure - £77,311

Community facilities - £19,472

Town Centre management/schemes - £12,425

Meeting the Council's implementation and monitoring costs - £5,000

- 3.46 Following a number of queries, the applicant submitted a clarification note. This confirms and/or corrects a number of statements in documents. This includes statements that despite the plan included in the design and access statement, the first floor units are private residences and the schedule of accommodation is correct, it confirms (despite statements in the Planning Statement, that Code Level 4 would be achieved on site and states that the TRAVL data in the Transport Assessment based on social rented units is attributable to both social and intermediate users. It also requests that the fit out of commercial units is in part only with details to be agreed.

4.0 Consultation

- 4.1 This section outlines the consultation carried out by the applicant prior to submission and the Council following the submission of the application and summarises the responses received. The Council's consultation exceeded the minimum statutory requirements and those required by the Council's adopted Statement of Community Involvement.
- 4.2 Site notices were displayed and letters were sent to 80 residents, business and organisations in the surrounding area and the relevant ward Councillors. TfL and the Environment Agency were also consulted along with Network Rail, the MET Police, London Ambulance Service and London Fire Service.

Pre-Application Consultation

- 4.3 Extensive pre-application discussions took place about the proposed redevelopment of this site, including presentation to the Council's Design Panel and in depth discussions with the Environment Agency about flooding issues.

Written Responses received from Local Residents and Organisations

- 4.4 No responses were received from any local residents or organisations.

Written Responses received from Statutory Agencies

Transport for London

- 4.5 The site is located close to the A20 Loampit Vale, which forms part of the Transport for London Road Network (TLRN).

With the exception of 4 disabled spaces, the site is intended to be car free. This is welcomed by TfL although residents should be prevented from applying for parking permits in the surrounding CPZ.

Cycle parking is proposed at 1 space per unit. Whilst this is welcome, 2 cycle parking spaces need to be provided for each 3 bed residential unit, in line with the new London Plan.

No Travel Plan is proposed. As the development proposes between 50 and 80 residential units, in accordance with latest TfL Travel Planning guidance, a local

level Travel Plan should be produced for the development. Further information on this is available at <http://www.tfl.gov.uk/assets/downloads/corporate/travel-planning.pdf>

TfL would request that a Construction Logistics Plan (CLP) is secured on any consent and submitted prior to the commencement of works on the site. This should demonstrate that construction materials can be delivered and waste removed in a safe and efficient manner and may also need to take into account any restrictions that may be in place during the Olympic period. Further information on CLPs can be found at http://www.tfl.gov.uk/microsites/freight/construction_logistics_plans.aspx.

The Environment Agency

- 4.6 The Environment Agency have no objections to the proposal as submitted subject to certain planning conditions being imposed on any planning permission granted. They state that they still have concerns as to whether a safe escape route can be provided, but note that the Council's Emergency Planner expressed a preference for provision of a 'safe refuge' within new development in this location over reliance on evacuation. The submitted 'Flood Risk Management Plan' advises residents to remain within the dwellings as these will offer 'safe refuge' being above the flood level. They accept that this issue can be potentially mitigated through the use of a flood plan which meets the requirements of Lewisham's Emergency Planner.

Lewisham Emergency Planning

- 4.7 The Flood Risk Management Plan is acceptable.

Lewisham Design Panel

- 4.8 Although the panel accepted the overall height of the development, it was of the opinion that the development has lost some of the massing articulation that it had at some point in the process. Specifically, the step between the two heights of the building has lost strength and is now just one storey difference.

In terms of density, the Panel pointed out that the density per habitable room appears to exceed the highest densities allowed by the London Plan in central London. Considering the challenging location and conditions that the development needs to respond to, the panel considers that the development lacks generosity in terms of the density of accommodation and layout. Specifically, the panel considered the corridor (around 1m wide) to be mean and questioned the quality of bedrooms along it. On the other hand the panel considers that the north elevation overlooking the moment the railway splits into two, could provide more generous windows that would make the most of this special view, making the most of what is otherwise considered a constraint.

Adding to this, the panel requested a section of the northern corner of the development with careful consideration of the aspect of habitable rooms onto the embankment and further information regarding the cladding of the northeast elevation in relation to internal windows, these were not shown on the plans.

Strategic Housing

- 4.9 Only 16% of units are 3 bedrooms which is below policy targets. There is no policy basis for all the affordable units being shared ownership and would clarify that the units would not be eligible for grant on that basis despite statements in the Design and Access Statement. However, given the number of units it is unlikely that a registered provider would be interested in a mix of tenures to deliver a 70:30 split and the delivery of only one tenure on the site would be preferred. All the wheelchair units appear to be within the private tenure and there is no mention of the wheelchair standard that would be met.

Sustainability Manager

- 4.10 The details are acceptable, subject to the imposition of an condition/obligation to secure the ability of the CHP system linking with other sites to form an energy network.

Highways and Transportation

- 4.11 The proposal is unobjectionable subject to:-

The provision of a Construction and Logistics Plan, It should be submitted prior to the commencement of the development and should specify how the impacts of construction activities and associated traffic will be managed.

The provision of a Parking Management Plan. The plan should provide details of measures to prevent parked vehicles from obstructing the vehicle route through the site, to ensure that vehicles are able to enter and exit the site in forward gear. The parking management plan should also include details relating to the operation of the vehicular access gate.

A planning obligation to prevent future occupants of the development from acquiring resident's car parking permits for adjacent Controlled Parking Zones

The provision of a Delivery and Servicing Plan. The Plan should rationalise the number and time of delivery and servicing trips to the commercial element of the development, with the aim of reducing the impact of servicing activity.

A S278 Highways Agreement, for highways/public realm improvement works to Thurston Road,

The provision of Car Club membership for all occupants of the development, for a minimum of a year.

The submission of a site wide Travel Plan, to encourage more sustainable modes of travel.

If any of the balconies on the building overhang the highway, a overhang license will be required under section 177 of the Highways Act 1980.

Ecological Regeneration Manager

- 4.12 The Council's Ecological Regeneration Manager is concerned by light pollution from the proposed spotlights and would recommend that that the railway embankment is treated as a dark corridor. This may necessitate that a appropriately worded condition be placed on the proposed development.

The applicant has made a commitment to providing bird and bat boxes which should be secured by conditioned specifying that 6 bird & bat boxes are provided.

It is unclear from the roof plan the extent of the living roof area and if this extends to the east part of building and under the proposed photovoltaic's. The diagram's are unclear but the maximum area of living roof should be delivered.

The current living roof proposal which has specified a Zinco Alumasc extensive sedum roof will not deliver a meaningful biodiversity enhancement. A Zinco Alumasc biodiverse living roof will deliver a preferred system. This is a better solution for the environment not only in terms of ecology but SUDS, energy efficiency, sustainability, & climate change/amelioration etc. It will require a marginally greater loading requirement but given that the proposal includes a children's playground and additional plant located on the roof this is not anticipated to be issue. It is recommended that a condition is imposed to secure a plug planted and seeded biodiverse living roof that uses the London living roof species list.

5.0 Policy Context

Introduction

- 5.1 In considering and determining applications for planning permission the local planning authority must "have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations" (Section 70 (2) of the Town and Country Planning Act 1990). Section 38 (6) of the Planning and Compulsory Purchase Act (2004) makes it clear that the determination of planning applications must be made in accordance with the development plan unless material considerations indicate otherwise. This approach is reflected in PPS 1, where, at paragraph 8 (and again at paragraphs 28 and 31), it is confirmed that, where the development plan contains relevant policies, applications for planning permission should be determined in line with the plan, unless material considerations indicate otherwise. The development plan for Lewisham comprises the Core Strategy Development Plan Document (DPD) (adopted in June 2011), those saved policies in the adopted Lewisham UDP (July 2004) that have not been replaced by the Core Strategy and policies in the London Plan (July 2011).

Planning Policy Statements (PPS) and Planning Policy Guidance (PPG)

- 5.2 A mixed use development on a site such as this has a wide-ranging policy context covering many national policy statements. Those of particular significance are:

Planning Policy Statement 1: Delivering Sustainable Development (2005)

Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1 (2007)
Planning Policy Statement 3: Housing (2010)
Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009)
Planning Policy Statement 9: Biodiversity and Geological Conservation (2005)
Planning Policy Statement 12: Local Spatial Planning (2008)
Planning Policy Guidance 13: Transport (2011)
Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (2002)
Planning Policy Statement 22: Renewable Energy (2004)
Planning Policy Statement 23: Planning and Pollution Control (2004)
Planning Policy Guidance 24: Planning and Noise (1994)
Planning Policy Statement 25: Development and Flood Risk (2010)

Ministerial Statement: Planning for Growth (23 March 2011)

- 5.3 The statement sets out that the planning system has a key role to play in rebuilding Britain's economy by ensuring that the sustainable development needed to support economic growth is able to proceed as easily as possible. The Government's expectation is that the answer to development and growth should wherever possible be 'yes', except where this would compromise the key sustainable development principles set out in national planning policy.

Other National Guidance

- 5.4 The other relevant national guidance is:

By Design: Urban Design in the Planning System - Towards Better Practice (CABE/DETR 2000)
Planning and Access for Disabled People: A Good Practice Guide (ODPM, March 2003)
Safer Places: The Planning System and Crime Prevention (ODPM, April 2004)
Guidance on Tall Buildings (English Heritage/CABE, July 2007)
Code for Sustainable Homes Technical Guide (DCLG/BRE, November 2010)

London Plan (July 2011)

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

Policy 1.1 Delivering the strategic vision and objectives for London
Policy 2.1 London in its global, European and United Kingdom context
Policy 2.2 London and the wider metropolitan area
Policy 2.3 Growth Areas and Coordination Corridors
Policy 2.4 The 2012 Games and their Legacy
Policy 2.5 Sub-regions
Policy 2.6 Outer London: vision and strategy
Policy 2.7 Outer London: Economy
Policy 2.8 Outer London: transport
Policy 2.9 Inner London
Policy 2.10 Central Activities Zone – strategic priorities
Policy 2.11 Central Activities Zone – strategic functions
Policy 2.12 Central Activities Zone – predominantly local activities
Policy 2.13 Opportunity Areas and Intensification Areas

Policy 2.14 Areas for regeneration
Policy 2.15 Town Centres
Policy 2.16 Strategic outer London development centres
Policy 2.17 Strategic industrial locations
Policy 2.18 Green infrastructure: the network of open and green spaces
Policy 3.1 Ensuring equal life chances for all
Policy 3.2 Improving health and addressing health inequalities
Policy 3.3 Increasing housing supply
Policy 3.4 Optimising housing potential
Policy 3.5 Quality and design of housing developments
Policy 3.6 Children and young people's play and informal recreation facilities
Policy 3.7 Large residential developments
Policy 3.8 Housing choice
Policy 3.9 Mixed and balanced communities
Policy 3.10 Definition of affordable housing
Policy 3.11 Affordable housing targets
Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
Policy 3.13 Affordable housing thresholds
Policy 3.14 Existing housing
Policy 3.15 Co-ordination of housing development and investment
Policy 3.16 Protection and enhancement of social infrastructure
Policy 3.17 Health and social care facilities
Policy 3.18 Education facilities
Policy 3.19 Sports facilities
Policy 4.1 Developing London's economy
Policy 4.2 Offices
Policy 4.3 Mixed use development and offices
Policy 4.4 Managing industrial land and premises
Policy 4.5 London's visitor infrastructure
Policy 4.6 Support for and enhancement of arts, culture, sport and entertainment provision
Policy 4.7 Retail and town centre development
Policy 4.8 Supporting a successful and diverse retail sector
Policy 4.9 Small shops
Policy 4.10 New and emerging economic sectors
Policy 4.11 Encouraging a connected economy
Policy 4.12 Improving opportunities for all
Policy 5.1 Climate change mitigation
Policy 5.2 Minimising carbon dioxide emissions
Policy 5.3 Sustainable design and construction
Policy 5.4 Retrofitting
Policy 5.5 Decentralised energy networks
Policy 5.6 Decentralised energy in development proposals
Policy 5.7 Renewable energy
Policy 5.8 Innovative energy technologies
Policy 5.9 Overheating and cooling
Policy 5.10 Urban greening
Policy 5.11 Green roofs and development site environs
Policy 5.12 Flood risk management
Policy 5.13 Sustainable drainage
Policy 5.14 Water quality and wastewater Infrastructure
Policy 5.15 Water use and supplies

Policy 5.16 Waste self-sufficiency
Policy 5.17 Waste capacity
Policy 5.18 Construction, excavation and demolition waste
Policy 5.19 Hazardous waste
Policy 5.20 Aggregates
Policy 5.21 Contaminated land
Policy 5.22 Hazardous substances and installations
Policy 6.1 Strategic approach
Policy 6.2 Providing public transport capacity and safeguarding land for transport
Policy 6.3 Assessing effects of development on transport capacity
Policy 6.4 Enhancing London's transport connectivity
Policy 6.5 Funding Crossrail and other strategically important transport infrastructure
Policy 6.6 Aviation
Policy 6.7 Better streets and surface transport
Policy 6.8 Coaches
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.11 Smoothing traffic flow and tackling congestion
Policy 6.12 Road network capacity
Policy 6.13 Parking
Policy 6.14 Freight
Policy 6.15 Strategic rail freight interchanges
Policy 7.1 Building London's neighbourhoods and communities
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.7 Location and design of tall and large buildings
Policy 7.8 Heritage assets and archaeology
Policy 7.9 Heritage-led regeneration
Policy 7.10 World Heritage Sites
Policy 7.11 London View Management Framework
Policy 7.12 Implementing the London View Management Framework
Policy 7.13 Safety, security and resilience to emergency
Policy 7.14 Improving air quality
Policy 7.15 Reducing noise and enhancing soundscapes
Policy 7.16 Green Belt
Policy 7.17 Metropolitan Open Land
Policy 7.18 Protecting local open space and addressing local deficiency
Policy 7.19 Biodiversity and access to nature
Policy 7.20 Geological conservation
Policy 7.21 Trees and woodlands
Policy 7.22 Land for food
Policy 7.23 Burial spaces
Policy 7.24 Blue Ribbon Network
Policy 7.25 Increasing the use of the Blue Ribbon Network for passengers and tourism
Policy 7.26 Increasing the use of the Blue Ribbon Network for freight transport
Policy 7.27 Blue Ribbon Network: supporting infrastructure and recreational use
Policy 7.28 Restoration of the Blue Ribbon Network
Policy 7.29 The River Thames

Policy 7.30 London's canals and other rivers and waterspaces
Policy 8.1 Implementation
Policy 8.2 Planning obligations
Policy 8.3 Community infrastructure levy
Policy 8.4 Monitoring and review

London Plan Supplementary Planning Guidance (SPG)

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

Accessible London: Achieving an Inclusive Environment (2004)
Housing (2005)
Sustainable Design and Construction (2006)
Providing for Children and Young People's Play and Informal Recreation (2008)
Interim Housing (2010)

London Plan Best Practice Guidance

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

Development Plan Policies for Biodiversity (2005)
Control of dust and emissions from construction and demolition (2006)
Wheelchair Accessible Housing (2007)
Health Issues in Planning (2007)
Managing the Night Time Economy (2007)
London Housing Design Guide (Interim Edition, 2010)

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

Spatial Policy 1 Lewisham spatial strategy
Spatial Policy 2 Regeneration and growth areas
Core Strategy Policy 1 Housing Provision, mix and affordability

Core Strategy Policy 5 Other employment locations
Core Strategy Policy 7 Climate change and adapting to the effects
Core Strategy Policy 8 Sustainable design and construction and energy efficiency
Core Strategy Policy 9 Improving local air quality
Core Strategy Policy 10 Managing and reducing the risk of flooding
Core Strategy Policy 11 River and waterways network
Core Strategy Policy 14 Sustainable movement and transport
Core Strategy Policy 15 High quality design for Lewisham
Core Strategy Policy 18 The location and design of tall buildings
Core Strategy Policy 19 Provision and maintenance of community and recreational facilities
Core Strategy Policy 20 Delivering educational achievements, healthcare provision and promoting healthy lifestyles
Core Strategy Policy 21 Planning obligations

Unitary Development Plan (2004)

The saved policies of the UDP relevant to this application are:

URB 3 Urban Design
URB 8 Shopfronts
URB 9 Signs and Hoardings
URB 12 Landscape and Development
URB 13 Trees
URB 14 Street Furniture and Paving
URB 29 Art in Public Places
ENV.PRO 9 Potentially Polluting Uses
ENV.PRO 10 Contaminated Land
ENV.PRO 11 Noise Generating Development
ENV.PRO 12 Light Generating Development
HSG 4 Residential Amenity
HSG 5 Layout and Design of New Residential Development
HSG 7 Gardens
TRN 28 Motorcycle Parking
STC 11 Town Centre Regeneration

Residential Standards Supplementary Planning Document (August 2006)

- 5.9 This document sets out guidance and standards relating to design, sustainable development, renewable energy, flood risk, sustainable drainage, dwelling mix, density, layout, neighbour amenity, the amenities of the future occupants of developments, safety and security, refuse, affordable housing, self containment, noise and room positioning, room and dwelling sizes, storage, recycling facilities and bin storage, noise insulation, parking, cycle parking and storage, gardens and amenity space, landscaping, play space, Lifetime Homes and accessibility, and materials.

Planning Obligations Supplementary Planning Document (January 2011)

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

Shopfront Design Guide Supplementary Planning Document (March 2006)

- 5.11 This document seeks to promote good design in order to enhance the character and appearance of the borough as a whole. The guide advises on the use of sensitive design and careful attention to detail and that whilst shopfront design encompasses a wide variety of styles and details there are certain basic rules that apply everywhere.

6.0 Planning Considerations

- 6.1 The main issues to be considered in respect of this application are:
- a) Principle of Development, including the loss of the existing employment location
 - b) Relationship with other town centre developments

- b) Design
- c) Housing
- d) Highways and Traffic Issues
- e) Noise
- g) Impact on Adjoining Properties
- h) Sustainability and Energy
- i) Ecology and Landscaping
- j) Flooding
- k) Planning Obligations

Principle of Development and Loss of Existing Employment Use

- 6.2 The site is currently in use as a car wash, having previously been in use as a car breaker's yard for a number of years. The Core Strategy identifies Lewisham Town Centre as being within an area of Regeneration and Growth where high density mixed use development would be encouraged. In this regard, the current proposal is considered to be acceptable in principle, being an improvement on the current use and help to improve Thurston Road, being an important secondary route into the town centre.
- 6.3 The site comprises a temporary building with the remainder of the site being a hardstanding. A previous permission in 2005 accepted the loss of employment use on this site.
- 6.4 Core Strategy Policy 5 (other employment locations) makes clear that:
- (1) The Council will protect the scattering of employment locations throughout the borough outside Strategic Industrial Locations, Local Employment Locations and Mixed Use Employment Locations.
 - (2) Employment land within town centres, which has the potential to contribute to a Major Town Centre, District Hub, a Local Hub, or other cluster of commercial and business uses, should be recommended for retention in employment use.
 - (3) Other uses including retail, community and residential will be supported if it can be demonstrated that site specific conditions including site accessibility, restrictions from adjacent land uses, building age, business viability, and viability of redevelopment show that the site should no longer be retained in employment use.
- 6.5 London Plan Policy 4.1 (Developing London's economy) promotes, amongst other things, the continued development of a strong and increasingly diverse economy across all parts of London, ensuring the availability of sufficient and suitable workspaces in terms of type, size and cost, supporting infrastructure and suitable environments for both larger employers and small and medium sized enterprises. London Plan Policy 4.4 (Managing industrial land and premises) calls for Boroughs to identify strategic and local criteria to manage industrial land (which the Core Strategy does).
- 6.6 The site continues to have no specific employment designation and officers do not consider that the existing use contribute to a useful cluster of commercial uses in this part of the town centre. Core Strategy Policy 5 therefore allows for the loss of existing employment uses in certain circumstances. The mixed use nature of the

proposals require the loss of the existing business units and officers consider that this is acceptable to facilitate a viable mixed-use development that incorporates employment generating uses in the form of business floorspace.

- 6.7 As the scheme proposes to retain employment uses on the ground floor of the scheme and states that the spaces would provide a net increase in job numbers on the site it is considered to justify the loss of the existing employment site for mixed use redevelopment. The commercial units would deliver the necessary replacement employment space and help to support jobs in the town centre. In order to secure their use, it is considered advisable to require the submission of a marketing plan for the units and to ensure that their fit out is provided as part of the scheme (which the confidential viability report allows for in the suggested build costs for these units). It will also be necessary to provide the platform lifts required to make those units accessible as part of the commercial unit 'package'. It is proposed to secure this through via planning obligation to ensure that the commercial units are realistically 'lettable' and affordable as their provision is a fundamental requirement to support the principle of the development.

Relationship with other town centre developments

- 6.8 The proposed development forms a key part of the aspiration to regenerate Lewisham Town Centre and is part of the wider Loampit Vale Character Area in the Council's Further Options Report into the Area Action Plan (AAP). As such, in addition to being acceptable in its own right, the proposals also need to fit within the wider emerging context of the Town Centre and deliver the strategic objectives for the area. The following paragraphs provide a brief overview of the relationship of the proposed development with the town centre. Detailed consideration of the topics concerned is set out under relevant headings in the remainder of section 6 of this report.

Accessibility/routes

- 6.9 Thurston Road provides an important link into the town centre. The use of this area has been employment for some time but with the resolution to approve the Thurston Road Industrial Estate redevelopment to the southeast of the site, the work that it going on to enhance Loampit Vale. The introduction of housing on the upper floors of the application site should improve the environment of Thurston Road, the perception of the town centre from the railway line and make this currently hostile route more attractive walking/cycling route.

Urban Design and Open Space

- 6.10 The site sits within the western boundary of Lewisham Town Centre, forming a small but prominent gateway into the town centre. There have been recent approvals at nearby sites on Loampit Vale south (buildings ranging from 5-24 storeys increasing towards the east), Lewisham Gateway which would have three zones of different building heights with three taller buildings (from 54m up to a maximum of 77m in height – approximately 18-22 storeys), a mid-zone of development (34m up to 47m – approximately 10-16 storeys) and a third zone (14m to 28m – approximately ground plus 3-7 storeys) provides the lower part of the blocks and defines the pedestrian routes and the extension of time limit for Thurston Road Industrial Estate which would have a frontage of 10 storeys . The area is currently within the process of major change and redevelopment and the

context is being remade. The site sits within a contained environment between a railway viaduct and Thurston Road and has an important role to play in forming an appropriate entrance into the town centre and upgrading the quality of this area. It is considered that the development would sit well with the scale of Thurston Road and although taller than developments in this area currently, it is felt that the scale would be acceptable within the emerging context.

- 6.11 The proposed landscaped space along the front of the site would provide a very important respite to alleviate what could be perceived as a notable step in scale from surrounding residential areas. It would help to establish a building line that would help to reduce any perception of a canyon type affect along this road as a result of this, adjacent and future developments. The scheme is also accompanied by plans detailing a landscaping approach to Thurston Road to form part of a wider enhancement using good quality materials. It is proposed to secure this via a s278 agreement which would be subject to highways approval of the detailing but is acceptable to them in principle.
- 6.12 The London Plan identifies central Lewisham (as well as Catford and New Cross) as an opportunity area where development will be expected to optimise residential and non residential densities (Policy 5D.2). In the overall area there is an expectation to deliver at least 8,000 homes until 2026. It goes on to state that the necessary social and other infrastructure to sustain growth should be provided in these areas along with public transport accessibility improvements.

Development Opportunities for Neighbouring Sites

- 6.13 The Further Options Report of the AAP includes emerging guidance for the mixed-use development of land to the Railway Strip to the east of this site and land east of Jerrard Street. The recommended planning obligation (discussed under the Environmental Sustainability heading below) should help ensure that this scheme is future-proofed to allow for a larger scale decentralised energy cluster to be developed in the future by linking up with development to the south and east (as encouraged by the Further Options Report into the AAP) and as proposed for the Thurston Road Industrial Estate.

Housing

- 6.14 The proposed 62 homes in combination with the 406 for Thurston Road Industrial Estate, 788 homes being built as part of the permitted Loampit Vale South scheme would together potentially deliver 76% of the 1,650 dwellings indicative capacity for the Loampit Character Area identified in the Further Options Report into the AAP. The affordable housing offer across the permitted schemes varies, with the proposed Social Rent housing as part of the Thurston Road and the permitted Loampit Vale South schemes being complemented by the Intermediate housing that is proposed as part of this scheme and the permitted Lewisham Gateway scheme. Overall it is felt that the delivery of this tenure would support the provision of a mixed and balanced community in the town centre as a whole, even if mixes aren't being achieved on a site by site basis.

Non-residential uses

- 6.15 The proposed business space would help to support local jobs within the town centre and complement the business and retail uses secured on the ground floor of other sites.

Construction

- 6.16 The construction of the Loampit Vale South scheme is likely to continue until November 2015 and the construction of Prendergast Vale is due to continue until about the end of 2012 with demolition work hoped to start on Thurston Road Industrial Estate within the next few months and construction taking about 27 months. There could be an 18 month period therefore when construction works could be going on at these three sites and a 27 month period when construction is continuing on Loampit Vale South and Thurston Road (albeit that some of the later phases of Loampit Vale would be at the opposite end of Loampit Vale). There are no firm proposals for the implementation of the Lewisham Gateway Scheme, although it is unlikely that works would start here before 2013 at the earliest. The proposed Environmental management Plan and Construction Logistics Plans, which are recommended to be secured by condition would be necessary to control working practices at the site and help to mitigate traffic impacts, help keep traffic onto main roads wherever possible and control cumulative impacts arising from the development proposals.

Design

- 6.17 Policy CS 15 High quality design for Lewisham states that new developments in Lewisham town centre should result in a radical upgrading of the social and physical environment and, in order to be successful, will need to allow for tall buildings of the highest design quality where they improve and add coherence to the skyline, and do not cause harm to the surrounding environment, including the significance of heritage assets. The London Plan states in Policy 3.5 that the design of all new housing developments should enhance the quality of local places, taking into account physical context, local character, density, tenure and land use mix, and relationships with, and provision of public, communal and open spaces, taking particular account of the needs of children and older people.
- 6.18 The scheme has been designed as a direct response to the opportunities and constraints of the site. The scheme, although higher than the existing buildings along Thurston Road is considered to be acceptable given the changing character of the area. Following an earlier submission for an almost identical scheme, further details have been provided of the appearance of the building along Thurston Road, it's appearance from surrounding residential areas and conservation areas and the relationship with the approved scheme on the Thurston Road Industrial Estate. These are considered to show that the building would relate well to surrounding developments and would not result in a canyon like appearance to Thurston Road. While the site is considered to be an important and prominent location on a route into the town centre, it is not a main route which justifies the height of other developments such as those fronting Loampit Vale. It is felt that the 9 to 10 storeys is acceptable recognising the hierarchy of this road.
- 6.19 The applicant has stated that the density of the scheme would be 1400 habitable rooms per hectare. Thus the site would fall outside the upper end of the highest "central" density range in the density/transport matrix included in the London Plan i.e. 650 to 1100 habitable rooms per hectare. Core Strategy Policy 1 Housing provision, mix and affordability states that developments across the borough will generally be in accordance with the Spatial Policies which seek to secure sustainable growth and development where it can be accommodated. Lewisham Town Centre is identified as part of a Regeneration and Growth Area which will be

a focus for significant change (Spatial Policy 1 – Lewisham Spatial Strategy). CS policy 1 states that development should result in no net loss of housing and housing densities will be in accordance with Core Strategy Policy 15, achieving 'central' densities as defined in the London Plan. While the development would exceed the upper range, the supporting text to Policy 3.4 in the London Plan explains that the figures should not be applied mechanistically and that other factors relevant to optimising potential should be taken into account. In this case, the development is considered to be an acceptable approach to scale and massing in a highly sustainable area where high density development is encouraged. It is therefore felt that the density that would be achieved on this site would be acceptable.

- 6.20 The materials proposed are considered to be acceptable and would deliver the clean lines and simplicity envisaged by the architect. The precedent images provided in addition to the 'team philosophy' outlined in the design and access statement are felt to demonstrate that a high quality scheme could be delivered based on the current designs. In order to achieve this, it will be vital that the scheme is delivered as presented and not watered down during the build phase. It is therefore considered advisable to secure the detailed plans and materials proposed at this stage by condition to ensure that the design quality is delivered and the high quality design safeguarded. This will also need to be secured to reflect the build costs presented in the confidential viability report.
- 6.21 The access deck design helps to provide some barrier between the units and the railway line to provide some additional protection from noise. It does however give rise to potentially awkward relationships between bedrooms and communal access spaces. Rather than rely on individual units providing privacy, it is considered necessary to include this as an inherent part of the design. It is therefore considered advisable to impose a condition requiring further details of windows to the rear elevation for all units and proposals to design in privacy to these unit and their bedrooms.
- 6.22 Following pre-application discussions, the applicant has proposed to provide a public art approach that is inherent within the scheme. They have submitted more detailed plans about the front elevation and landscaping scheme incorporating a number of trees, enhanced streetscape materials, lighting and indicative signage that could provide a element of art that would go beyond the usual function of such features. It is considered that this approach would be of benefit to the scheme and this area generally in principle and that the details should be secured by condition in lieu of a financial obligation.

Housing

- 6.23 At the national level, support for new housing as part of sustainable communities is provided in PPS1 and PPS3 including the principle of securing new housing.
- 6.24 The Lewisham Housing Market Assessment 2007-8 (HMA) published in December 2009 states (paragraph 35) that a net 6,777 dwellings should be provided over the current 5-year period to meet current identified need. This is equivalent to the provision of 1,345 dwellings per annum. Table 3A.1 of the London Plan sets out a target of 9,750 additional homes to be built in Lewisham in the 10 years from 2007/8 to 2016/17, which is reflected in a monitoring target of 975 additional homes per year. As part of the overall need for housing in

Lewisham, there is a specific need for affordable housing. The HMA states (paragraph 36) that over 80% of all new housing built would need to be affordable in order to meet identified need.

6.25 *a) Size and Tenure of Residential Accommodation*

6.26 The London Plan states in Policy 3.13 (Negotiating affordable housing on individual private residential and mixed use schemes) that the maximum reasonable amount of affordable housing should be sought when negotiating on individual private residential and mixed use schemes, having regard to matters including current and future requirements for affordable housing at local and regional levels, adopted affordable housing targets, the need to encourage rather than restrain residential development and promote mixed and balanced communities, the size and type of affordable housing needed in particular locations and the specific circumstances of individual sites. It makes clear that negotiations on sites should take account of their individual circumstances including development viability, the availability of public subsidy, the implications of phased development including 'overage' provisions and other scheme requirements. The supporting text for this policy notes that the Mayor wishes to encourage, not restrain overall residential development and Boroughs should therefore take a flexible approach to securing affordable housing on a site by site basis. Furthermore, the London Plan Interim Housing SPG (April 2010) which updates the 2005 SPG provides guidance about how affordable targets should be applied.

6.27 At the local level Core Strategy Policy 1 Housing provision, mix and affordability has replaced previous policies regarding affordable housing and mix in the UDP. This states that developments across the borough will generally be in accordance with the Spatial Policies, which seek to secure sustainable growth and development where it can be accommodated. Lewisham Town Centre is identified as part of a Regeneration and Growth Area which will be a focus for significant change (Spatial Policy 1 – Lewisham Spatial Strategy). CS policy 1 states that development should result in no net loss of housing and housing densities will be in accordance with Core Strategy Policy 15 (achieving 'central' densities as defined in the London Plan. The Council will seek the maximum provision of affordable housing with a strategic target for 50% affordable housing from all sources with a contribution of 50% affordable housing being the starting point for discussion although this would be subject to a financial viability assessment. To ensure a mixed tenure and promote mixed and balanced communities, the affordable housing component is to be provided as 70% social rented and 30% intermediate housing and family housing (three+ bedrooms) will be expected as part of any new development with 10 or more dwellings.

6.28 All new housing is to be built to Lifetime Homes standards and 10% of all housing are to be wheelchair accessible or easily adapted for those using a wheelchair in accordance with London Plan policy. This reflects London Plan policies.

6.29 The Council will seek an appropriate mix of dwellings within a development, having regard to criteria including the physical character of the site, the previous or existing use of the site, access to private gardens or communal garden areas, the likely effect on demand for car parking within the area, the surrounding housing mix and density of population and the location of schools, shops, open space and other infrastructure requirements.

6.30 In line with policy requirements, the scheme proposes to provide an element affordable housing. Further details of this housing are set out in the following paragraphs.

6.31

Table [1]: Residential Tenure and Size Mix*

	1 Bed	2 Bed	3 Bed	4 Bed +	Total
Private	24	17 (5)	9	0	50 (5)
Shared Ownership	4	7 (1)	1	0	12 (1)
Total	28	24 (6)	10	0	62 (6)

*Wheelchair accessible units shown in ()

6.32 The scheme would help to deliver housing targets for the Borough and locate new high density residential development in the most accessible and therefore sustainable locations.

6.33 The overall provision of affordable housing on site falls significantly below the 50% target within the Core Strategy. London Plan policy has removed the previous policy requirements to achieve 50% on each . However, both plans make clear that this target is to be applied flexibly and is subject to viability. To assist the Council, the applicant has provided a confidential viability report in order to demonstrate that the amount of affordable housing being proposed is the maximum viable. The Council have had this report independently reviewed. This has noted that the applicant is anticipating a lower level of profit return than would normally meet market expectation (in this case 13% on GDV). The applicant has confirmed that in this exceptional case, they would be willing to proceed on this basis. The Council's viability consultant has stated that the build costs anticipated are at the upper end of the BCIS range for this type of development. It is therefore suggested that the build quality of the scheme is tightly captured and should the applicant seek to alter materials or the specification in the future, the Council would expect that to be accompanied by an open book appraisal to determine whether any savings in build costs could be put towards additional affordable housing. Officers have suggested the imposition of conditions to secure the materials, quality and design aspirations of the scheme. It is also noted that the commercial costs anticipated assume a full fit out of units as opposed to shell and core and that this should be captured to justify the build costs in the appraisal which is one of the reasons for lower level of affordable housing provision.

6.34 Subject to securing the build quality, the review concluded that the proposed 20% by habitable room is the maximum reasonable amount that could be secured. It is suggested that an overage mechanism is used within the Section 106 to ensure that any uplift in value is used to secure additional affordable housing which could increase on site housing if the timing allowed but would most likely be through a contribution for off-site housing. In order to ensure that the intermediate housing is truly affordable for Lewisham residents, it would also be necessary to put a equity sales cap of 50% on the units and this would reflect the cost assumptions in the applicant's financial appraisal.

- 6.35 Given the dense nature and size of the scheme, it is considered that in this case it would be appropriate to limit any on site affordable housing to 50% of the overall units as a maximum. This is in order to ensure that an appropriate balance is struck within the scheme to provide a mixed and balanced community, thereby ensuring that there would not be an overconcentration of affordable housing within this scheme or the area.
- 6.36 The Core Strategy has a target of 42% of affordable units being 3+ bedroom family units (CS Policy 1). Given the location of the site within the town centre, on a busy road and close to two elevated railways it is considered that the site does not readily lend itself to family units, it is considered that 16% of the units as 3 beds is acceptable. The scheme proposes to deliver all of the affordable units as shared ownership rather than providing a 70:30 split with social rented. Given the number of units proposed, housing officers have confirmed that a split between tenures would be unlikely to be welcomed by a Registered Landlord who would normally want different tenures to be accessed by separate cores to aid with management. Considering this development as part of the wider context of the town centre, it is felt that the proposed single tenure would be acceptable and would complement the 100% social rented delivered by Loampit Vale and the slight increase in social rented units at the Thurston Road Industrial site and would correspond with the approach to other sites in the town centre.
- 6.37 The private housing comprises 48% one-bedroom flats, 34% of flats of two bedrooms and 18% three bedroom flats. This mix is considered to be acceptable. The mix of affordable, with the focus on 1 and 2 bed units in a shared ownership tenure and delivering 9% of family units is also considered to be acceptable and meets the needs for this size in this tenure.

Lifetime Homes and Wheelchair Accessible Housing

b) Standard of Residential Accommodation

- 6.38 The London Plan (2011) includes minimum space standards for flats based on the number of bedrooms and people. The scheme meets this minimum size for many of the units but there are some that fall below the minimum area. The size of the units has been measured from the submitted plans and it should be noted that the specified floor areas on plans and in the design and access statement do not always correspond with the areas measured from the plans by officers both in terms of underestimating and overestimating sizes. Of the 62 units proposed, 40 would meet the minimum space standards in the London Plan. An additional 10 could meet the minimum floor areas if the units proposed to accommodate fewer persons (i.e. some of the 2beds are proposed to house 4 people whereas the London Plan states that they are only large enough to accommodate 3). The remaining 12 units fall below the minimum floor areas specified when measured, despite statements that they are 50 sq.m in the submitted schedules. All the units are one bedroom flats and fall approximately 1.5 sq.m below the minimum floor area. These units do not have access to any private outside space.

Dwelling type (bedroom/persons)	GIA (sq m)
1b2p	50
2b3p	61

2b4p	70
3b4p	74
3b5p	86
3b6p	95

Table 3.3 in the London Plan 2011

- 6.39 The planning system can control the number of bedrooms that is permitted within a unit and the size of such a unit but could not control the number of people that might choose to occupy it. In this case, many of the units that fall below the minimum space standards do so because of the proposed level of occupation by the applicant as opposed to the overall area for a units with that number of bedrooms. Should the scheme be permitted and the units sold, the Council could not control whether such a unit was under or over occupied. In this case, given that the units appear to be relatively generous in size, it is felt that should members be minded to approve the scheme, an informative should be included to note the specific units which are not considered to meet the minimum space standards for the number of occupants proposed. If a decision notice was requested as part of a land search, this informative would appear to formally notify potential purchasers. The one bedroom, 2 person units fall below the minimum space standards in the London Plan but are within 1.5 sq.m. Given this and the fact that all the units exceed the Council's space standards within the Residential Development Standards SPD, it is felt that on balance, this is acceptable.
- 6.40 All of the units would be dual aspect. While the access deck allows for dual aspect units in addition to protection from railway noise, it gives rise to a corridor access. However, a maximum of 5 units would be served from each core which is considered to be reasonable. Design issues with this arrangement have been discussed elsewhere in this report.
- 6.41 The London Plan, Core Strategy and Planning Obligations SPD make clear that all units should be designed to meet Lifetime Homes criteria and that wheelchair housing should be secured across all tenures.
- 6.42 The scheme proposes that all units would meet Lifetime Homes Standards and that 9% of those units would be wheelchair housing. This would need to be secured to meet the South East London Housing Partnership (SELHP) Standard. The Standard required features such as having access to two lifts. In this case, the applicant proposes that the occupants of any wheelchair units would have access to both cores, thereby securing access to two lifts. It is notable however, that the roof top communal space and play area could only be accessed by one lift meaning that it would not meet the standard in this regard although options such as a stair lift or a warning system should the lift break be installed at this level to make it more suitable. The applicant has submitted plans of a typical 2 bed wheelchair unit for approval. On assessing the details, it became clear that the wheelchair units as designed, would not be capable of meeting the required SELHP standard because of the width of corridors along with other aspects. In order to overcome this it is suggested that an obligation is imposed to require the developer to use all reasonable endeavours to design the units to meet the SELHP standard which may involve moving internal walls. Should they be unable to meet the required standard, it is recommended that the developer is required to meet the cost of upgrading 6 existing units in the existing housing stock within the

Borough to the SELHP wheelchair standard. While this would not be ideal, this approach would ensure that the development would meet the requirement to provide wheelchair housing whether that is on site or elsewhere to meet demand.

- 6.43 The majority of units would have access to private balcony spaces apart from the one bedroom units. An amenity space at roof level would be provided for play that could be accessed by all residents. This would measure approximately 115sq.m. In addition, the applicant is proposing a contribution of over £77,000 to be put towards open space, sports and leisure which could be used to enhance existing local spaces and routes to them. The roof area would meet the necessary space requirements for under 5s on site and would need to be subject to a condition detailing the play equipment. Given the recommendations of the wind assessment, it would also need to be subject to an obligation to maintain and manage the space including to control the use of ball games at this high roof level. Given that the applicant proposes to make a financial contribution to open space which could be used to provide play facilities for older children, enhance existing facilities and/or improve routes to the spaces, it is considered that the provision of play space and ability of any future residents to have access to a small area of open space at roof top level supplemented by local parks with the contribution towards those, would be adequate.

Socio-Economic Impacts

- 6.44 As outlined in earlier sections of the report, the Core Strategy (Spatial Policy 2) promotes growth in the Lewisham Town Centre Regeneration and Growth Area. Core Strategy Policy 19 (Provision and maintenance of community and recreational facilities) makes clear that the Council will work in partnership with others to ensure a range of community and recreational facilities and services are provided – guided by the Infrastructure Delivery Plan (IDP). It goes on to state that the Council will apply London Plan policies to ensure (amongst other things) that the needs of current and future populations arising from development are sufficiently provided for.
- 6.45 The Further Options Report for Lewisham Town Centre AAP includes New Policy 2 (Social Infrastructure) which makes clear that the Council working with public, voluntary, community and private sector partners will ensure that social infrastructure provision in and around the Town Centre is sufficient to support the growth promoted by the AAP and that it is delivered in a timely manner that keeps pace with the delivery of additional homes.
- 6.46 London Plan Policy 3.17 (Protection and enhancement of social infrastructure) makes clear (amongst other things) that development proposals should support the provision of additional social infrastructure in light of local and strategic needs assessments.
- 6.47 The development gives rise to an estimated child yield of 7.1 children. The applicant proposes to provide a financial contribution of £205,199 to meet the anticipated demand for additional school places as a result of the units within this scheme. This would meet the calculated need for nursery, primary, secondary and post-16 places derived from the Planning Obligations calculator and would therefore mitigate the impacts of the scheme. This is an identified need within this area and a high priority that it is important to secure.

- 6.48 Core Strategy Policy 20 (Delivering educational achievements, healthcare provision and promoting healthy lifestyles) state that the Council will work in partnership with health providers to improve health and promote healthy lifestyles by (amongst other things) ensuring that the potential health impacts of development are identified and addressed at an early stage in the planning process and supporting health centres and GP surgeries.
- 6.49 In addition to school places, the development of this site would also place additional demands on healthcare. The applicant proposes a sum of £80,600 to be put towards healthcare provision to mitigate against the impact of additional demands as a result future occupiers of this scheme. This would meet the sum deemed necessary by the planning obligations calculator to enable local services to meet the demands of occupiers of these units.

Employment and Town Centre Management

- 6.50 Core Strategy Objective 4 (Economic activity and local businesses) seeks to secure investment in new and existing business and retail space to result in an increase in the size of the borough's economy, including by protecting and developing a range of employment and training opportunities. The scheme proposes the inclusion of commercial spaces which support additional jobs within the town centre as well as there being the potential for temporary work during the construction and procurement period.
- 6.51 According to assumptions and formulae in the SPD which take account of the number of proposed homes, the applicant should make a financial contribution towards employment and training and town centre management. The sums proposed by the applicant are £29,031 and £12,425 respectively which are in accordance with sums advised by the calculator and would support the commercial spaces, promote local jobs and integration with the wider town centre.
- 6.52 It is also recommended that a management and marketing plan for the commercial units is secured should permission be approved for this application, as should the specification for those units and subsidy for future occupiers to support the economic sustainability of the scheme. It is notable that the submitted viability report for the scheme provides a build cost for the commercial spaces that assumes a full fit out. While the officers consider that it may be acceptable to agree to fit the units out to meet the needs of an identified occupier, if required, who may want to consolidate units, it is entirely reasonable to secure their fit out and particularly the lift access to the units given the assumed costs and this is necessary in order to ensure that they are viable units.

Demand for Other Facilities

- 6.53 The Planning Obligations SPD also includes assumptions and formulae that calculate the need for financial contributions towards other services, including leisure (£50,740), community centres/halls (£7,475) and libraries (£11,997). It is noted that the draft heads of terms include a sum of £77,311 for open space and leisure, but this figure would meet the open space requirements proposed by the calculator only. The applicant has not included a contribution towards leisure provision in the draft heads of terms but has allowed for it in the financial appraisal. Officers therefore consider that to meet the addition demand on leisure provision from the scheme, the sum should be secured as it has been factored

into the appraisal. The other costs are also proposed to be met by the applicant and it is therefore considered that the scheme would meet the necessary mitigation required to support the delivery of these additional units and people who would be reliant on the town centre and its facilities.

Highways and Traffic Issues

a) Accessibility

- 6.54 The site is within Lewisham Town Centre, close to bus services along Loampit Vale and train and Docklands Light Railway (DLR) services from Lewisham Station. It has a Public Transport Accessibility Level (PTAL) 6, where '1' is rated as Poor and '6' is rated as Excellent. The Council's Core Strategy Policy 15 (High quality design for London) and London Plan Policy 3A.3 (maximising the potential of sites) and London Plan Policy 3.4 (Optimising housing potential) encourage relatively dense residential development to be located in areas where the PTAL is Good or Excellent.
- 6.55 Vehicular access into the site would be from Thurston Road via an undercroft. The submission includes diagrams to show visibility splays. Highways officers have raised no objections to the proposal in this regard.
- 6.56 The proposals include 5 residential car parking spaces at the rear of the site. This amounts to a ratio of 0.08 space per unit, 1 of which would be 'blue' badge' size car parking spaces for disabled people.
- 6.57 Core Strategy Policy 14 (Sustainable movement and transport) seeks to manage and restrain car parking in accordance with London Plan Policy.

b) Servicing

- 6.58 Provision has been made to accommodate servicing from Thurston Road. TfL and Highways have been consulted and have raised no objections subject to, amongst other things, requesting that a servicing and delivery management plan is secured by condition.

c) Cycle Parking

- 6.59 66 cycle parking spaces are proposed which would meet the London Plan requirement to provide 1 space per unit for every 1 and 2 bed, and 2 spaces for every 3 bed unit and over. The cycle storage would be dry and secure on the ground floor of the development.

d) Car Parking

- 6.60 The low level of car parking proposed is considered to be acceptable given the high PTAL of the site and the location of Lewisham train station and bus stops. Subject to the future occupiers being restricted from applying for parking permits in the CPZ including any future extensions or adjacent CPZs, the car parking numbers are considered to be acceptable. This would need to be supported by a travel plan in order to ensure it's success, which could be secured by condition.

e) Refuse

- 6.61 Refuse storage is located on the ground floor that could be directly accessed from Thurston Road. No concerns have been raised about the size and location of the refuse stores by highways officers.

f) Effects of the proposed development

- 6.62 Based on the trip generation the transport assessment predicts that the majority of residents would be reliant on public transport. Given the relatively low numbers of journeys expected from the site because of the size of the scheme, it is considered that the existing transport infrastructure has the necessary capacity to accommodate these trips. It is noted that the submitted trip generation is based on the affordable units being in a social rent tenure, which is likely to be less car reliant than a shared ownership occupier. However, given the controls that are proposed to restrict people's right to a parking permit, the submission of a green travel plan, the low level of car parking on site and the requested membership to a car club for occupiers for a minimum of one year, it is felt that sufficient controls would be in place, should the scheme be approved, to control the effects of the proposed development.

g) Construction

- 6.63 TfL and Highways officers have recommended that a Construction Logistics plan (CLP) be secured by way of planning condition, in line with London Plan Policy 6.14 (Freight) which encourages the uptake of such plans. Officers agree and it is recommended that a CLP is secured by way of a planning condition. This would control the impact of construction activity on the highway and would also ensure that the construction takes into account the cumulative impact with other developments that could be on site at that time, should planning permission be granted.

Environmental Issues

a) Wind

- 6.64 Core Strategy Policy 18 (The location and design of tall buildings) makes clear that tall buildings will be considered inappropriate where they would cause harm to (amongst other things) existing residential environments and their amenity. The policy goes on to state (6) that an assessment will be made on the potential micro-climatic problems at street level.
- 6.65 Saved UDP Policies HSG 4 (Residential Amenity) and HSG 5 (Layout and design of New Residential Development) seek to ensure that new developments are designed so that the amenities of existing residential properties are not unacceptably harmed. The Council's Residential Standards SPD (2.13) makes clear that developers will be expected to demonstrate how the form and layout will provide residents with a high quality living environment.
- 6.66 Following concerns raised by the Design Panel, the scheme has been accompanied by a statement regarding the potential impact from wind. This is a desk based assessment and concludes that the spaces around the development would be suitable for their intended activities as a result of the development and would not give rise to any adverse effects.

b) Noise

- 6.67 The submitted noise assessment demonstrates that the proposed window system could provide the necessary noise attenuation for future occupiers to meet Council requirements to be 5dB below background noise levels. Subject to the imposition of a condition requiring the necessary noise levels to be met, it is conserved that the proposal is acceptable in this regard.
- 6.68 In terms of construction noise it is proposed that an Environmental Management Plan is secured which would be able to control working hours and practices on site, including considering the impact of construction works and noise generally cumulatively with other sites. Subject to the appropriate control mechanisms being secured through a EMP, it is considered that noise levels could be adequately controlled.

c) Air quality

- 6.69 The submitted Air Quality Assessment has been reviewed by Environmental Health officers who have confirmed that the conclusions are reasonable. Given the low level of car parking proposed and the suggested measures to control dust which are consistent with a Medium Risk site as set out in the London Council's Best Practice Guidance which would need to be secured by condition for a Environmental Management Plan, the scheme is considered to be acceptable. A condition is also recommended requiring the installation of an electric vehicle charging point to further minimise any negative air quality impacts by promoting
- 6.70 With regard to the proposed CHP system, the air quality report does not assess the level of emissions that would be likely from this source. However, given the small size of the boilers it is not considered likely to give rise to any significant impact and it is considered that this could be controlled through an appropriately worded condition securing the size and type of boilers as specified and requiring the details to be submitted for approval including detailing measures such as catalytic converters to control any harmful emissions.

d) Land contamination

- 6.71 The submitted report identifies the potential contamination at the site and the need to remediate. It is therefore considered that a condition is required to ensure that the necessary site investigations are carried out and remediation in order to ensure that the site is made suitable for residential occupation. Issues of contamination relate to land as well as controlled waters and the Environment Agency have requested that a number of conditions are imposed to control this aspect.

e) Impact on Adjoining Properties

- 6.72 Existing residential properties are located some distance from the site with the closest being approximately 40m away from the site with raised railway embankments located between. It is therefore considered that the impact of the building would be limited on those properties
- 6.73 The site is adjacent to the Thurston Road Industrial Estate, which sits to the southeast of the site on the opposite side of Thurston Road. While the relationship of scale along Thurston Road is relevant and has been discussed above, it is not

considered that there would be any amenity issues raised from the relationship for the sites. No windows have been located on the southeast elevation and the development of this site is not considered to prejudice the development of the neighbouring site.

Sustainability and Energy

a) *Renewable Energy*

6.74 The scheme includes various passive measures and a high specification of building materials to reduce energy loss. It proposes to rely on a combined heat and power (CHP) unit to power the development, supplemented by PV cells and solar collectors positioned on the roof of the building to achieve a 47% reduction in carbon.

Table [2]: Renewable Energy Provision

	Energy Demand (kWh/yr)	Energy Consumption Savings (%)	CO₂ emissions (kg/yr)	CO₂ emission savings (%)
1 Proposed baseline scheme with gas fired boilers & Building Regs compliant u-values	294,946	-	96,166	
2 Proposed scheme after energy efficiency improvements	227,234	23	71,276	26
3 Proposed scheme savings from air source heat pump, solar thermal and PV	147,756	50	54,305	44
4 Proposed scheme savings from gas fired CHP, solar thermal and PV	247,711	16	51,477	47

Fig 1 from Sustainability Statement report (September 2011)

6.75 The proposed system is anticipated to reduce carbon by 47% using a combination of gas fired CHP and 170 sq.m of solar thermal collectors and photovoltaic panels. It has been confirmed that the CHP would comprise of 4 10kw boilers and that it has been designed to allow future connection with a local energy network. The renewable energy system should be captured as a planning obligation to ensure that it is implemented and that it is used to power the building in perpetuity. Officers have also been in discussions with neighbouring sites to extend pipework and infrastructure to the edge of sites to facilitate future energy networks. A similar obligation is proposed for this site along with reasonable endeavours to secure a connection with neighbouring sites and would be necessary in order to deliver a local decentralised energy network in line with Policy 5.5 within the London Plan and Core Strategy Policy 8. This requires major developments to safeguard potential network routes and make provision to allow future connection to a network or contribute to it's development where possible within the Regeneration and Growth Areas.

6.76 The scheme would meet Code Level 4 in the Code for Sustainable Homes for which a pre-assessment has been submitted demonstrating that this is

achievable. The commercial spaces would be BREEAM excellent. Along with the renewable energy provision, it is proposed that these are secured by planning obligation.

b) Living Roofs

- 6.77 The scheme has proposed to provide a living roof based on a sedum mat system. The plans show that the living roof would be to both blocks, as confirmed in the design and access statement with an overall area that would measure approximately 287sq.m. A sedum mat in biodiversity terms, has limited biodiversity value and would not be welcomed. The Council's ecological regeneration manager has raised concerns about the system proposed and it's biodiversity value as well as querying the size and extent of the roof. As the applicant has designed in a sedum mat roof system which a substrate base and also proposes that parts of the roof will accommodate not only play space but also plant enclosure and PV and solar thermal cells, there should be sufficient loading capacity to incorporate a more ecologically valuable form of roof, which is particularly important given the close proximity of the site to the railway embankment. It is therefore proposed that a condition is imposed on a 'notwithstanding' base so that a living roof based on a plug planted sedum system can be incorporated. Subject to the inclusion of this condition, officers are satisfied that the living roof would provide the necessary biodiversity value which would be maximised in size and that the scheme would therefore be acceptable in this regard.

c) Sustainable Urban Drainage Systems

- 6.78 In addition to the provision of a living roof, the scheme proposes to use porous surface materials reducing run-off and incorporates a flood storage void to provide flood water storage. Subject to the conditions stipulated by the Environment Agency, the scheme is considered to be acceptable in this regard.

d) Ecology and Landscaping

- 6.79 Bird and bat boxes are proposed, the position of which need to be secured. The landscaping proposals rely on mostly hard landscaping but tree planting would be incorporated throughout the site as would raised planters. Subject to a condition to secure the exact detailing of the landscaping and the inclusion of a more biodiverse roof system, it is conserved that the scheme would be acceptable in this regard. Details will also be required of the lighting scheme which would need to avoid light spillage onto the railway corridor which could disturb wildlife, including bats.
- 6.80 The applicant proposed to secure in kind works to provide green roofs, bird and bat boxes, SUDs and 'additional public greenery' through planning obligations. In this case conditions as outlined are felt to be more suitable.

Flood Risk

- 6.81 The site sits within Flood Zone 3a, which places it at high risk of flooding. Recent modelling shows that in a 1 in 100 year flood event with allowance for climate change, flood waters would be reach the site and be at levels that would be classified as 'danger for some' for approximately 6 hours. The scheme has been designed to raise the level of the building out of the at risk area and to provide

flood storage voids to store flood waters, thereby not displacing flood waters onto neighbouring sites.

- 6.82 Lengthy discussions have taken place with the Environment Agency and Lewisham's Emergency Planner to look at solutions. In addition to a flood void, the scheme has been designed with areas for safe refuge so that in the event of a flood, residents could be safely accommodated in the building. A site specific Flood Warning Plan has been prepared which would provide advice to occupiers of how to deal with such an event. This approach has been agreed in principle with the Environment Agency and the Council's Emergency Planning team have confirmed that they are satisfied with the approach for this site. In order to ensure that the flood voids are appropriately maintained and that the flood plan is kept up to date and made available to all occupier (including commercial occupiers) it is proposed that these details are secured through a legal agreement with requirements to maintain flood voids in perpetuity and confirm that they have been kept clear via an annual report which would need to be undertaken in perpetuity.

Planning Obligations

- 6.83 Circular 05/05 states that in dealing with planning applications, local planning authorities consider each on its merits and reach a decision based on whether the application accords with the relevant development plan, unless material considerations indicate otherwise. Where applications do not meet these requirements, they may be refused. However, in some instances, it may be possible to make acceptable development proposals which might otherwise be unacceptable, through the use of planning conditions or, where this is not possible, through planning obligations.
- 6.84 Paragraph 122 of the Community Infrastructure Levy Regulations (April 2010). sets out that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is –
- (a) Necessary to make the development acceptable
 - (b) Directly related to the development; and
 - (c) Fairly and reasonably related in scale and kind to the development
- 6.85 The applicant has provided a planning obligations statement outlining the obligations that they consider are necessary to mitigate the impacts of the development. The need for these obligations and others have been discussed throughout this report and the necessary obligations, required to mitigate the impacts of this development and secure the benefits of the scheme which are needed to make it acceptable and deliver the required quality of scheme are set out in the following paragraphs:
- 6.86 Affordable housing – 4x1 bed, 7x2 bed and 1x3 bed units provided on a shared ownership basis equating to 33 habitable rooms (20%). The need for affordable housing is vital to ensure the acceptability of the scheme overall and to meet the necessary policy requirements. As the scheme would fail to meet the Council's target of 50%, which is subject to viability, it would be necessary to enter into a overage mechanism to secure any uplift in values is used to invest in affordable housing by means of a financial payment to the Council. In addition, officers consider it appropriate to ensure that should the development not commence

within 12 months from the grant of planning permission, that the viability appraisal is re-run to determine whether additional affordable housing could be delivered.

- 6.87 Highways Improvements - S278 agreement to undertake improvements to Thurston Road based on submitted plans. The applicant has proposed this as part of a scheme to enhance Thurston Road which the Council considers to be vital in order to support the regeneration of this area and important route. The works are considered to be a vital part of the high quality setting to the building and would support walking and cycling in this area to justify the scale of development and impact from this site which would have reduced levels of parking.
- 6.88 Renewable energy – Code for Sustainable Homes level 4 to be achieved and CO2 reductions of 47% along with BREEAM excellent. The proposed approach to renewable energy and sustainability would need to be secured to make sure that the development meets the London Plan and Core Strategy policies. This would need to include requirements to achieve at least a 47% reduction in carbon through the use of gas-fired CHP and 170 sq.m array of photovoltaics and solar thermal panels. To meet policy requirement relating to decentralised energy it would also be necessary to secure that sufficient pipework infrastructure is put in place to connect with other developments sites to the south and east of the site, with reasonable endeavours to facilitate this link.
- 6.89 Flood Risk/management – development and maintenance of a site specific flood alleviation plan will need to be delivered to maintain the safety of the site in perpetuity. Flood risk will also have to be secured by the management of flood voids with the responsibility of the developer, owner or any other managing agent to carry out regular inspections and monitoring to keep under floor voids clear, unobstructed and fit for purpose in perpetuity.
- 6.90 Wheelchair housing – 6 easily adaptable units are proposed as part of the development which would need to meet SELHP standards. Having assessed the proposal, it is clear that as designed, the units would not meet this standard. It would therefore be necessary to require the developer to use all reasonable endeavours to meet the SELHP standard for 6 units on the site and to ensure that a suitable secondary accessible access to the roof top amenity space is put in place, such as a stair lift to ensure that the space could be accessed or people in wheelchairs could return to their units, if the one lift serving the space was not in working order. Should this not be achievable, the developer would be required to meet the cost of upgrading 6 units off-site to wheelchair standards. For two bedroom units, this would equate to approximately £25,000 for each unit, a total of £150,000 should the units not be accommodated on site. This position would need to be secured to ensure that wheelchair housing was delivered as part of the scheme, in line with policy requirements.
- 6.91 Lifetime Homes compliance – all units required to comply with London Plan policy and the Core Strategy.
- 6.92 CPZ Restriction – Restriction of future occupiers applying for permits for CPZ in order to support a car free development and reduce the risk of future residents parking in surrounding streets, the right for occupiers to apply for permits to park within the Lewisham Town Centre CPZ, including future extensions would be necessary. This should also be extended to restrict the right to park in any future adjacent CPZs.

- 6.93 Green Travel Plan – The preparation and management of a Green Travel Plan for both residential and commercial occupiers – this is required to support the low level of parking proposed. It is also considered necessary for the provision of Car Club membership for all occupants of the development, for a minimum of a year to promote sustainable modes of transport.
- 6.94 Commercial spaces – full fit out, including the provision of lifts to access the units. Management and marketing plan submitted for approval including details of subsidised rents to support the economic viability of the scheme.
- 6.95 Play space management plan – detailing the maintenance of the space and signage to restrict the use of the roof space for ball games.
- 6.96 Financial Contributions – Education - £205,199, employment and training - £29,031, health services and facilities - £80,600, open space - £77,311, leisure - £50,732, community facilities - £19,472, town Centre management/schemes, £12,425 – required to meet the demands that the additional occupiers will place on local services and facilities, as well as support jobs.
- 6.97 Monitoring and costs – Meeting the Council's costs in assessing the application including implementation and monitoring costs
- 6.98 Officers consider that the obligations outlined above are appropriate and necessary in order to mitigate the impacts of the development and make the development acceptable in planning terms. Officers are satisfied the proposed obligations meet the three legal tests as set out in the Community Infrastructure Levy Regulations (April 2010).

7.0 Conclusion

- 7.1 The scheme would play an important part in the regeneration of this area, providing what is considered to be a well designed building with enhanced employment/business space to the lower levels. Subject to the imposition of conditions and obligations, all of which are necessary in order to overcome issues highlighted throughout the report as well to capture those elements that are vital for delivery to the standard envisaged in the application in order to justify the development, the scheme is considered to be acceptable.
- 7.2 This application has been considered in the light of policies set out in the development plan and other material considerations including policies in the Core Strategy.
- 7.3 On balance, officers consider that the with the necessary conditions and obligations in place, the proposal would be a high quality development that would support the regeneration and growth of Lewisham Town Centre and the scheme is therefore considered acceptable.

8.0 Summary of Reasons for Grant of Planning Permission

- 8.1 The Local Planning Authority has considered the particular circumstances of the application against relevant planning policy set out in The London Plan (2011), The Core Strategy (2011) and saved policies in the Council's adopted Unitary Development Plan (2004). The Local Planning Authority has further had regard to the Mayor of London's Supplementary Planning Guidance and Best Practice

Guidance, as well as the Local Planning Authority's Adopted Residential Standards Supplementary Planning Document (August 2006) and Planning Obligations Supplementary Planning Document (January 2011), Government Planning Policy Guidance and Statements, and all other material considerations including policies in the Core Strategy, and the obligations that are to be entered into in the planning agreement in connection with the development and the conditions to be imposed on the permission. The Local Planning Authority has also taken account of the information set out in the Environmental Statement, the identified impacts and proposed mitigation. The Local Planning Authority considers that:

1. The mixed use development of the site for B1 and C3 use is in accordance with Core Strategy Policy 5 national allowing the redevelopment of employment locations in certain circumstances.
2. The site is an appropriate location for a development of the density proposed in accordance with London Plan policy 3A.3, which seeks to ensure that development proposals achieve the highest possible intensity of use compatible with local context, identified design principles and public transport capacity and policy 5D.2.
3. The provision of residential accommodation at the density proposed at this site is in accordance with London Plan policy 3A.3 which seeks to maximise the potential of sites, and with Core Strategy Spatial policy 2 and Core Strategy Policy 15 which identifies the site as suitable for higher density development.
4. On balance, the layout of the site, the design of the development, and the provision of housing is in accordance with London Plan policy 3A.5 which seeks to achieve a range of housing choice, and with Lewisham UDP policy HSG 5, which requires that all new residential development is attractive, neighbourly and meets the functional requirements of its future inhabitants.
5. The proposed dwelling mix and provision of affordable housing, which is controlled by planning obligations agreed as part of the permission, is considered to be the maximum reasonable that can be achieved on this site taking account of targets and scheme viability and the need to encourage rather than restrain residential development in accordance with London Plan policy 3A.10 regarding the provision of affordable housing, with Core Strategy policy 1 regarding housing provision, mix and affordability and also seeks a mix of dwelling sizes determined by reference to the housing needs of the area, the nature of the development and its proposed relationship to the surrounding area.
6. The provision of new public realm secured through planning obligations, is appropriate and complies with London Plan policy 4B.3 which seeks high quality and accessible public realm, with London Plan policy 3D.13 and with Lewisham UDP policy URB 12 which requires the inclusion of landscape proposals for all areas not occupied by buildings.
7. The energy demand of the proposed development has been assessed in accordance with London Plan policies 4A.1, 4A.4 and 4A.6 and Core Strategy policy 8 regarding energy and carbon dioxide savings.

8. The proposed highway works including provisions for pedestrians, cyclists and other road users and the overall traffic impact of the development have been assessed in accordance with Core Strategy Policy 14, and the identified highway impacts and proposed mitigation measures secured by planning conditions and obligations, are considered acceptable in accordance with Lewisham Core Strategy policy 14 and London Plan policies regarding public transport as well improvements to facilities for cyclists and pedestrians.
9. The proposed level of cycle parking and associated measures to reduce car use are in accordance with Core Strategy policy 14 regarding sustainable movement and transport. Measures to reduce car use, provide off-street parking, and to submit a Travel Plan are proposed to be secured by planning obligations agreed as part of the permission and by conditions.
10. On balance, the benefits inherent in the scheme and the financial contributions towards achieving other planning policy objectives are in accordance with London Plan policies 6A.4 and 6A.5 and Core Strategy policy 21 regarding planning obligations.

9.0 RECOMMENDATIONS

9.1 RECOMMENDATION (A)

To agree the proposals and authorise the Head of Law to complete a legal agreement under Section 106 of the 1990 Act (and other appropriate powers) to cover the following principal matters:-

- Affordable housing: the provision of on site affordable housing at 20% by habitable room (4x1 bed, 7x2 bed and 1x3 bed units) provided on a shared ownership basis; the restriction of sale equity values at 50%; mechanism to secure contribution to additional affordable housing within the London Borough of Lewisham should scheme finances allow; Affordable Housing units to be built to appropriate standards with no discernible difference in the quality of their external appearance; the reappraisal of viability to determine whether additional affordable housing could be delivered if development not commenced within a year.
- Transport: S278 agreement to undertake improvements to Thurston Road based on submitted plans; restriction of future occupiers applying for permits within the CPZ including any future extensions would; the preparation and management of a Green Travel Plan for both residential and commercial occupiers; the provision of Car Club membership for all occupants of the development, for a minimum of a year to promote sustainable modes of transport.
- Public realm: public rights of pass and re-pass across the Thurston Road frontage.
- Sustainable design and construction: achievement of Code for Sustainable Homes level 4 and BREEAM excellent prior to occupation; achievement of at least a 47% reduction in carbon through the use of gas-fired CHP and 170

sq.m array of photovoltaics and solar thermal panels; sufficient pipework to enable the development to connect with other development sites; reasonable endeavours to connect with neighbouring sites to form a heat network.

- Flood Risk/management: the development and maintenance of a site specific flood alleviation plan; the management of flood voids with the responsibility of the developer, owner or any other managing agent to carry out regular inspections and monitoring to keep under floor voids clear, unobstructed and fit for purpose in perpetuity.
- Wheelchair housing: the developer to use all reasonable endeavours to meet the SELHP standard for 6 units on the site, ensuring that a suitable secondary accessible access to the roof top amenity space is put in place; if the SELHP standard cannot be achieved on site, a requirement to meet the cost of upgrading 6 units off-site to the SELHP wheelchair standards (£25,000 for each unit).
- Lifetime Homes: compliance for all units
- Commercial units: provision to a fully fitted out standard, including the incorporation of lifts to access the units; management and marketing plan for approval including details of any subsidised rents to support the economic viability of the units.
- Children's play space: the submission and approval of a management plan detailing the maintenance of the space and signage to restrict the use of the roof space for ball games.
- Education: contribution of £205,199 for additional school places;
- Local labour and employment: the payment of £29,031 for employment and training on commencement of the scheme; the submission of a Local Employment Strategy to be approved by the Council; the approved strategy to be implemented
- Health services and facilities: contribution of £80,600 towards.
- Open space: contribution of £77,311 to be put towards open space, including the enhancement of routes to areas of open space.
- Leisure: contribution of £50,732 to be put towards leisure services, including the enhancement of routes to leisure services.
- Community facilities: contribution of £19,472 towards community facilities.
- Town Centre management/schemes: contribution of £12,425 towards improvements to the town centre.
- Meeting the Council's costs in assessing the application including implementation and monitoring costs

9.2 RECOMMENDATION (B)

Upon the completion of a satisfactory Section 106 Agreement, **by the 25 October 2011**, in relation to the matters set out above, authorise the Head of Planning to Grant Permission subject to the following conditions:

(1) Ground Floor Treatment

Notwithstanding the details hereby approved, full details of the ground floor treatment of the front elevation, including samples of railings and their finishes, the detail of the aluminium clad 'hoods' to entrance points and full details of platform lifts to the commercial units and stairs, shall be submitted to and approved in writing prior to the commencement of any above ground works. The details shall be in general conformity with plans A025 050 and 051 and pages 25-27 of the design and access statement hereby approved and shall demonstrate how they accord with the team philosophy outlined in pages 4 and 5 of the design and access statement.

Reason

To ensure that the design is of the necessary high standard, delivers the design aspirations of the scheme and would provide an attractive and active frontage to Thurston Road and to comply with Policy 15 High quality design for Lewisham of the adopted Core Strategy (June 2011) and Policy URB 3 Urban Design in the adopted Unitary Development Plan (July 2004).

(2) Design Quality

The development shall be constructed in those materials as submitted namely Marley Eternit Natura Pro and details shall be provided of the 'light Eternit' colour. Detailing the fixing of the Eternit panelling at a scale of 1:5, the detailing and edge treatment to the access deck, all windows, doors and railings including any recesses and details of how windows facing onto the access deck will be treated. The details shall demonstrate how they accord with the team philosophy outlined in pages 4 and 5 of the design and access statement. The scheme shall be carried out in full accordance with those details, as approved.

Reason

To ensure that the design is of the necessary high standard and detailing and delivers the standard of architecture detailed in the plans and design and access statement in accordance with Policies 15 High quality design for Lewisham of the adopted Core Strategy (June 2011) and Policy URB 3 Urban Design in the adopted Unitary Development Plan (July 2004) and to protect the privacy of rooms facing onto the access deck as an inherent part of the design.

(3) Landscaping

Notwithstanding the details hereby approved, full details including any walls, planters, bollards and schedules of planting to the front of the site and to the rear shall be submitted to and approved in writing by the local

planning authority prior to the commencement of any above ground works. The details shall be general conformity with plan A025)12 K and page 28 of the design and access statement hereby approved. Any trees or plants which within a period of 5 years from the completion of 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, unless the local planning authority has given written consent to any variation.

Reason

L01R

(4) External lighting

Details of any external lighting to be installed at the site, including measures to prevent light spillage onto the railway embankment, shall be submitted to and approved in writing by the local planning authority before any works on site are commenced. Any such external lighting shall be installed in accordance with the approved drawings and such directional hoods shall be retained permanently. The applicant should demonstrate that the proposed lighting is the minimum needed for security and working purposes and that the proposals minimise pollution from glare and spillage.

Reason

In order that the local planning authority may be satisfied that the lighting is installed and maintained in a manner which will minimise possible light pollution to neighbouring properties and the railway corridor and to comply with Policies ENV.PRO 12 Light Generating Development; HSG 4 Residential Amenity and OS17 Protected Species in the adopted Unitary Development Plan (July 2004) .

(5) Amenity and Playspace

Notwithstanding the details hereby approved, plans showing the treatment and layout of the roof top amenity space including full details of play equipment shall be submitted to and approved in writing by the local planning within 3 months of the commencement of the above ground works. This shall include details of the size and location of the plant enclosure. The approved details shall be implemented in full prior to the occupation of any residential units.

Reason

In order that the local planning authority may be satisfied as to the details of the proposal and the provision of play equipment and to comply with Policy 12 within the Core Strategy (June 2011).

(6) Land Contamination and Controlled Waters

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

- a) (i) A desk top study and site assessment has been carried out to survey and characterise the nature and extent of contamination, and its effect (whether on, or off-site) to the Council for approval.
- (ii) A site investigation report to characterise and risk assess the site, 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. No development shall commence until the gas, hydrological and contamination status has been characterised and risk assessed; and the required remediation scheme implemented.
- 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 thereof; then the terms of paragraph (a) above, shall apply to the new contamination; and no further works shall take place on that part of the site and 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 which 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 and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action

Reason

To ensure that the Council 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 Policy ENV.PRO 10 Contaminated Land in the adopted Unitary Development Plan (July 2004) and to meet the requirements of PPS23 and the Environment Agency GP3 policy on protecting groundwater as the site is in an Inner Source Protection Zone (SPZ1) and over a principle aquifer.

(7) Land contamination - monitoring

Reports on monitoring, maintenance and any contingency action carried out in accordance with a long-term monitoring and maintenance plan for contamination on site shall be submitted to the local planning authority as set out in that plan. On completion of the monitoring programme a final report demonstrating that all long- term site remediation criteria have been met and documenting the decision to cease monitoring shall be submitted to and approved in writing by the local planning authority.

Reason

To meet the requirements of PPS23 and the Environment Agency GP3 policy on protecting groundwater as the site is in an Inner Source Protection Zone (SPZ1) and over a principle aquifer.

- (8) External Noise protection
 - (i) The building shall be constructed so as to provide sound insulation against external noise and vibration, to achieve levels not exceeding 30dB LAeq (night) and 45dB L_{Amax} (measured with F time-weighting) for bedrooms, 35dB LAeq (day) for other habitable rooms, with windows shut and other means of ventilation provided.
 - (ii) Development shall not commence until details of a sound insulation scheme complying with paragraph (i) of this condition have been submitted to and approved in writing by the local planning authority.
 - (iii) The development shall not be occupied until the sound insulation scheme approved pursuant to paragraph (ii) of this condition has been implemented in its entirety. Thereafter, the sound insulation scheme shall be maintained in perpetuity.

Reason

To safeguard the amenities of residents and to comply with Policy HSG 4 Residential Amenity in the adopted Unitary Development Plan (July 2004), and to ensure any impacts arising from the proposed development (and any measures required to mitigate those impacts) are consistent with the PPG 24 Noise Assessment accompanying the application.

- (9) Fixed Plant
 - (i) The rating level of the noise emitted from fixed plant on the site shall be 5dB below the existing background level at any time. The noise levels shall be determined at the façade of any noise sensitive property. The measurements and assessments shall be made according to BS4142:1997.
 - (ii) Development shall not commence until details of a scheme complying with paragraph (i) of this condition have been submitted to and approved in writing by the local planning authority.
 - (iii) The development shall not be occupied until the scheme approved pursuant to paragraph (ii) of this condition has been implemented in its entirety. Thereafter, the scheme shall be maintained in perpetuity

Reason

N07 R

(10) Plumbing and Pipes

B09 Plumbing or Pipes

Reason

B09 R

(11) N05 No Process Detrimental To R.A.

Reason

N05 R

(12) The B1 units hereby approved shall be maintained in perpetuity unless otherwise agreed in writing by the local planning authority.

Reason

To ensure that the employment uses are retained on the site in compliance with Policy 5 Other employment locations of the adopted Core Strategy (June 2011) and any other future use of the units would be suitable.

(13) Living Roofs

Notwithstanding the details hereby approved, full details and plans of the living roof which shall cover an area no less than 285 sqm shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The living roof shall be:

- a) biodiversity based with extensive substrate base (depth shall vary between 80-150mm with peaks and troughs but shall average at least 133mm);
- b) plug planted & seeded with the London living roof mix of species within the first planting season following the practical completion of the building works.

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

The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior written consent of the Local Planning Authority.

- c) Evidence that the roof has been installed in accordance with sub-points a) to b) above shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby approved.

Reason

To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with Core Policy 12 Open space and environmental assets of the adopted Core Strategy (June 2011) and Policies 7.19: Biodiversity and access to nature; 5.3 Sustainable design and construction, 5.1 Climate change mitigation 5.10: Urban greening and 5.11: Green roofs and development sites environs of the London Plan (July 2011).

(14) Bird and Bat Boxes

No occupation of development hereby approved shall take place until bat boxes have been placed in various locations on the site, details of which shall be submitted to and approved in writing by the local planning authority. Once in place, the bat boxes shall be permanently maintained.

Reason

To ensure that the development provides opportunities to increase biodiversity in and around the site in accordance with Policy 12 Open space and environmental assets of the adopted Core Strategy (June 2011).

(15) Environmental Management Plan

No development shall commence on site (including site clearance) until such time as an Environmental Management Plan has been submitted to and approved in writing by the local planning authority, which shall include, but is not limited to the following items: -

- Dust mitigation measures in accordance with section 6 of the Air Quality Assessment (March 2010) hereby approved.
- Measures to mitigate against noise and air quality impacts associated with site preparation, demolition, earthworks, materials, handling and storage, haul routes, vehicles and plant, construction and fabrication and waste.
- Methods of monitoring construction impacts (noise and air quality).
- Training of Site Operatives and ensuring the chosen contractor subscribes to the 'Considerate Contractors' scheme.
- The location of plant and wheel washing facilities and the operation of such facilities.
- Details of measures to be employed to mitigate against noise and vibration arising out of the construction process.
- Construction traffic details (volume of vehicle movements likely to be generated during the construction phase including routes and times).
- A risk management assessment of any flood events that might occur during the construction phase, registered with the Environment Agency's "Floodline Warning Direct" service.
- Security Management (to minimise risks to unauthorised personnel).
- Hours of working

Works on site shall only take place in accordance with the approved Environment and Construction Management Plan.

Reason

In order that the local planning authority may be satisfied that the demolition and construction process is carried out in a manner that recognises the locational characteristics of the site and minimises nuisance to neighbouring residential occupiers, and to comply with Policies ENV.PRO 10 Contaminated Land and HSG 4 Residential Amenity in the adopted Unitary Development Plan (July 2004).

(16) Delivery and Construction Hours

No deliveries in connection with construction works shall be taken at or despatched from the site and 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

C11 R

(17) Combined Heat and Power

- (i) Full details including the technical specification and emission levels of the Combined Heat and Power (CHP) plant hereby approved, which shall comprise of 4 x 10kW boilers, shall be submitted to and approved in writing by the local planning authority prior to the commencement of any works.
- (ii) Details of measures to reduce emissions from the approved CHP plant, such as but not limited to a catalytic convertor, shall be submitted to and approved in writing by the local planning authority before the CHP plant is first brought into use.
- (iii) The details approved for part (i) and (ii) shall be installed and brought into operation at the same time as the CHP plant is first brought into use and shall be retained in operation and in accordance with the manufacturer's instructions thereafter for as long as the CHP plant is operational, unless minor variations are otherwise approved in writing by the local planning authority

Reason

To reduce pollution emissions in an Air Quality Management Area in accordance with Policy 7.14 in the London Plan (July 2011). and Policy 9 Improving local air quality of the adopted Core Strategy (June 2011).

(18) Delivery and Service Plan

- (i) The building shall not be occupied until a Delivery and Servicing Plan (DSP) has been submitted to and approved in writing by the local planning authority.

- (ii) The uses in the building shall be carried out in accordance with the approved DSP.

Reason

To ensure that the operation of the site after construction is undertaken efficiently and sustainably in a manner which will minimise possible disturbance from road traffic and safeguards road safety in accordance with Policies ENV.PRO 9 Potentially Polluting Uses, ENV.PRO 11 Noise Generating Development and HSG 4 Residential Amenity in the adopted Unitary Development Plan (July 2004) and that all reasonable measures have been taken to improve construction freight efficiency by reducing Co2 emissions, congestion and collisions in accordance with Policy 14 Sustainable movement and transport and Policy 21 Planning obligations of the adopted Core Strategy (June 2011) and Policy 6.14 Freight in the London Plan (July 2011).

(19) Construction Logistics Plan

- (i) No works (including demolition and construction) shall commence until a Construction Logistics Plan (CLP) has been submitted to and approved in writing by the local planning authority. The CLP shall be in accordance with the Environment and Construction Management Plan required by Condition (16).
- (ii) No works shall be carried out other than in accordance with the relevant approved CLP.

Reason

To ensure that the demolition and construction processes are carried out in a manner which will minimise possible disturbance from road traffic and safeguards road safety in accordance with Policies ENV.PRO 9 Potentially Polluting Uses, ENV.PRO 11 Noise Generating Development and HSG 4 Residential Amenity in the adopted Unitary Development Plan (July 2004) and that all reasonable measures have been taken to improve construction freight efficiency by reducing Co2 emissions, congestion and collisions in accordance with Policy 14 Sustainable movement and transport and Policy 21 Planning obligations of the adopted Core Strategy (June 2011). and Policy 3C.25 Freight Strategy in the London Plan (February 2008) Consolidated with Alterations since 2004.

- (20) Notwithstanding what is shown on approved drawing A025 012K, at least one electric vehicle charging point (EVCP) shall be fitted to serve the car parking spaces hereby approved and retained permanently thereafter.

Reason

To reduce pollution emissions in an Air Quality Management Area in accordance with Policy 4A.19 in the London Plan (February 2008) Consolidated with Alterations since 2004 and Policy 9 Improving local air quality of the adopted Core Strategy (June 2011).

(21) Flood Risk

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) 21643/002 rev B August 2010 and the necessary mitigation measures detailed within the FRA. The finished floor levels shall be set no lower than 6.98 m above Ordnance Datum (AOD). Prior to the commencement of the development, full construction details of voids under the buildings and any perimeter walls, grilles or other form of enclosure to those voids shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in full compliance with the approved details.

Reason

To reduce the risk of flooding to the proposed development and future occupants and to prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.

(22) Flood Risk – building footprint

The development permitted by this planning permission shall only be carried out in accordance with drawing 21643/002/007 Rev A so that the design of the building shall ensure that the solid footprint does not exceed 10% of the building footprint and that this should be as small as practicable given the essential design requirements of the building.

Reason

To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.

(23) Piling

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

To meet the requirements of PPS23 and the Environment Agency GP3 policy on protecting groundwater as the site is in an Inner Source Protection Zone (SPZ1) and over a principle aquifer.

(24) Surface Water Drainage

No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the Local Planning Authority, which

may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason

To meet the requirements of PPS23 and the Environment Agency GP3 policy on protecting groundwater as the site is in an Inner Source Protection Zone (SPZ1) and over a principle aquifer.

Informatives

- (1) The applicant be advised to read 'Contaminated Land Guide for Developers' (London Borough's Publication 2003), on the Lewisham web page, prior to submitting information pursuant to Condition (15). The Applicant should also be aware of their responsibilities under Part IIA of the Environmental Protection Act 1990 to ensure that human health, controlled waters and ecological systems are protected from significant harm arising from contaminated land. Guidance therefore relating to their activities on site, should be obtained primarily by reference to DEFRA (and its successor bodies) and EA publications.
- (2) The applicant is advised that units 2-2 are considered to be suitable for the occupation of 4 persons only and not the 5 as proposed and units 2-4 are considered to be suitable for the occupation of 3 persons only and not the 4 as proposed.
- (3) In preparing the Environmental and Construction Management Plan, the applicant will be expected to carry out a Risk Assessment including the following: -
 - The description of the site layout and access routes;
 - A summary of the work to be carried out on site;
 - An inventory of all dust generating activities;
 - An inventory of all non-road mobile machinery to be used on site and the location of such machinery;
 - Details of all dust and emission control methods to be used;
 - Summary of the monitoring protocol and agreed procedure of notification to the Council and;
 - Identification of sensitive receptors in the locality.