

Committee	PLANNING COMMITTEE C	
Report Title	144 Forest Hill Road, SE23 3QR	
Ward	Forest Hill	
Contributors	Amanda Ghani	
Class	PART 1	20 May 2021

Reg. Nos. (A) DC/20/118514

Application dated 19/09/20

Applicant Agent: Sketch Architects

Proposal Alterations and conversion of existing dwelling house at 144 Forest Hill Road SE23, together with the construction of a two storey plus roof space extension at the side incorporating a roof terrace to provide 6 self-contained flats (2 x 1, 3 x 2 and 1 x 3) with private amenity space, landscaping, cycle and bin storage and associated works.

Background Papers

- (1) Case File LE/341/144/TP
- (2) Core Strategy (June 2011)
- (3) Development Management Local Plan (November 2014)
- (4) The London Plan (March 2021)

Designation PTAL 4  
Air Quality Management Area

## 1 SUMMARY

1 This report sets out the case officer's recommendation in regards to the above proposal. The report has been brought before members for a decision there are 8 valid objections from residents and the officer recommendation is for approval.

2 Due to the Covid-19 pandemic officers have not undertaken a site visit to the property and as such, an assessment has been made using Google Maps.

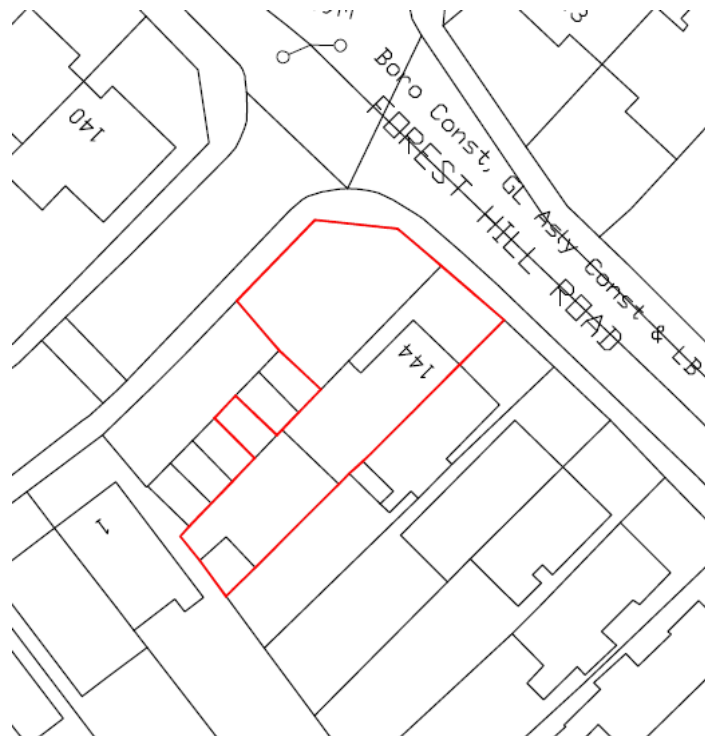
## 3 SITE AND CONTEXT

### *Site description and current use*

4 The site consists of a large two-storey, Victorian, semi-detached three bedroom single family dwelling; built in yellow London Stock brick with a red brick frontage. The property is located on the south-western side of Forest Hill Road at the junction with Canonbie

Road. The property has an original two-storey rear projection and has a single storey extension to the side and rear.

- 5 The site includes a generous garden area to the side and rear. There is a row of six garages behind the side garden area. Only one of these falls within the application site. These garages are followed by the first residential property which is set back on the south side of Canonbie Road (No. 1 Canonbie Road). The side elevation of this property abuts the rear garden of the subject site.
- 6 Historic street maps show a large detached house on the site to the side of 144 Forest Hill Road; however, the house was destroyed by bomb damage during WW2.
- 7 The site is not located within a conservation area; there is no Article 4 Direction and no listed buildings in the near vicinity. The site has a PTAL rating of 4, which is considered good.



**Figure 1 Site Location Plan**

### ***Character of area***

- 8 Forest Hill Road forms part of the western borough boundary divide between Lewisham and Southwark. Forest Hill Road is a busy thoroughfare linking Peckham Rye and East Dulwich with Honor Oak. The road slopes upwards from west to east. The surrounding area is residential in character and there is an eclectic mix of architectural styles of dwelling within the street scene. To the north of the site is Brenchley Gardens, which is a linear public green space. To the east is a mix of period properties; to the west, semi-detached pairs built in the early part of the 20<sup>th</sup> Century. To the south is a row of six garages and the properties in Canonbie Road. Canonbie Road rises steeply from its junction with Forest Hill Road up to Honor Oak Road.



**Figure 2 Application Site from Forest Hill Road Elevation**

### ***Transport***

- 9 The site is considered a sustainable urban location; the PTAL of 4 indicates a good level of accessibility owing to its proximity to the P12 bus route (Surrey Quays to Brockley) which runs past the subject site, and the P4 bus route (Lewisham to Brixton) which runs close by. Honor Oak Park railway station is approximately 0.5 mile walk away and Forest Hill station is approximately 0.9 miles away.

## **2 RELEVANT PLANNING HISTORY**

- 10 None

## **3 CURRENT PLANNING APPLICATION**

### **3.1 THE PROPOSALS**

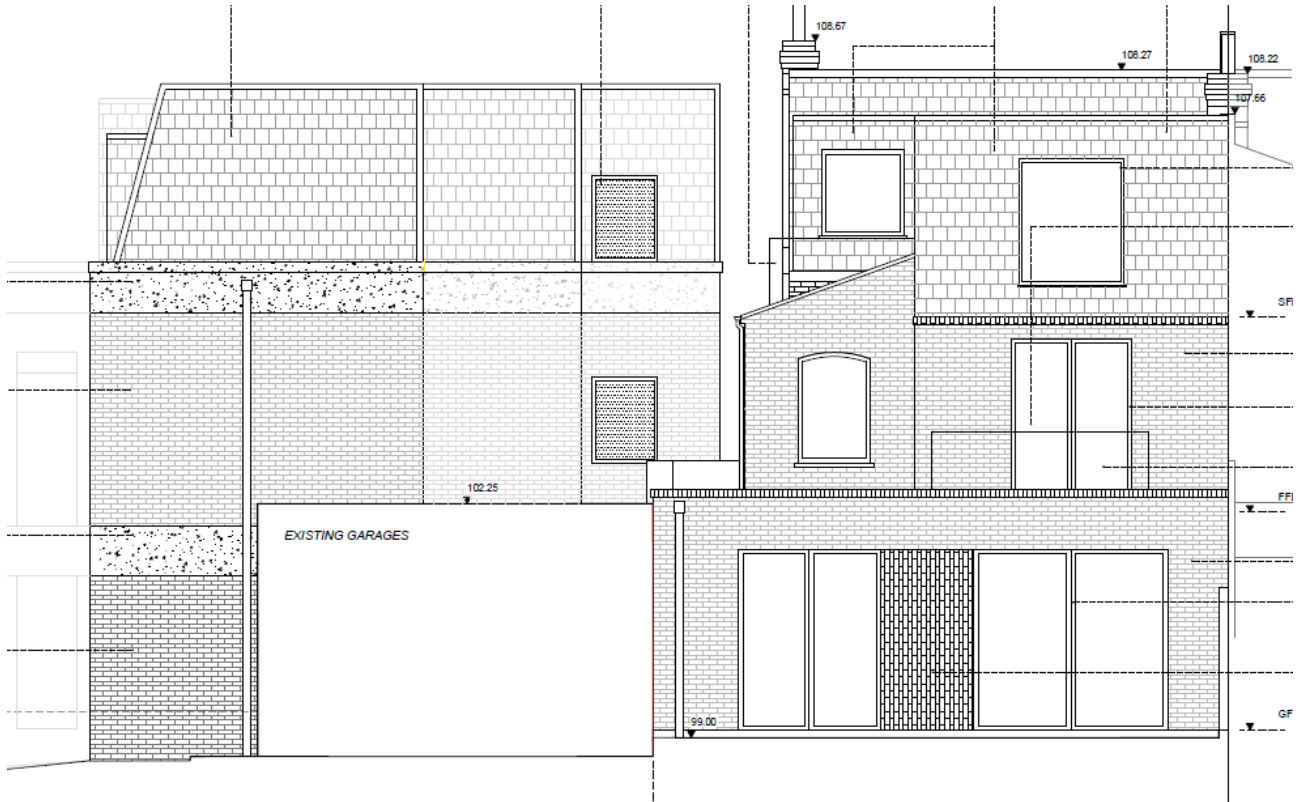
- 11 The construction of a two-storey plus roof space building to the side of 144 Forest Hill Road with a ground floor connection to No.144. The new building would have a flat roof above pitched roof slopes and include front and side dormers behind balconies. Three self-contained flats are proposed within the new building and No.144 would be converted into three self-contained flats. The proposal would provide six flats in total with one providing family sized accommodation at ground floor level. The existing rear elevation of the single storey rear extension at No.144 would be remodelled. Roof extensions are proposed to the main and secondary roof slopes. The existing roof terrace would be reduced in size and a second roof terrace to the side roof slope of the projection would be added.



Figure 3. Proposed Front Elevation



Figure 4. Proposed Side Elevation (Canonbie Road Frontage)



**Figure 5 Proposed Rear Elevation**

## **4 CONSULTATION**

### **4.1 PRE-APPLICATION ENGAGEMENT**

12 Pre-application concept advice was sought in May 2020 regarding whether residential development on the side garden area would be acceptable. Officers concluded that the principle of development would be supportable subject to design, standard of accommodation, impact on neighbouring amenity and transport issues being addressed.

13 A subsequent pre-application meeting was sought in August 2020, where officers acknowledged the positives benefits of the scheme through retention of the existing building and re-development of the site. Officers concluded that a future application would be expected to provide justification to support conversion.

### **4.2 APPLICATION PUBLICITY**

14 A site notice was displayed on 29<sup>th</sup> October 2020.

15 Letters were sent to residents and business in the surrounding area and the relevant ward Councillors on 26<sup>th</sup> October 2020. Southwark Council was also notified.

16 8 number responses received, comprising 8 objections, 0 support and 0 comments. 0 petition[s]

#### 4.2.1 Comments in objection from neighbours

Comment	Para where addressed
Overlooking and loss of privacy from first floor balcony and dormer windows	6.5.1
Increased on street parking stress	96
Overdevelopment of site	6, 77
No neighbour consultation	17
Lack of amenity space	68-69
Modern building would be out of place	6.3

17 Other comments were also raised as follows:

18 Water pressure and waste water impacts. Issues of drainage and water pressure are not planning matters and are dealt with by Thames Water.

#### 4.2.2 Comments from Tewkesbury Lodge Estate Residents' Association

Comment	Para where addressed
Gross overdevelopment of the site	6, 76
Unacceptable levels of increased on street parking	95
No provision of electric vehicle charging points contrary to DMP 29 point 5	98
Design of new build out of character with street scene	6.3
Contrary to DMP 2 and 3	40-45
Loss of amenity to 1 Canonbie Road	107-108
Fail to provide appropriate amenity space for new dwellings	68-69

19 No comments were received from Ward Councillors

#### 4.3 INTERNAL CONSULTATION

20 The following internal consultees were notified on 21<sup>st</sup> October 2020

21 Highways: raised no objections subject to conditions. See para 84 for further details.

22 Tree Officer: made suggestions for enhanced greening which were taken onboard in the revised landscape plan. See para 125 for further details.

#### 4.4 EXTERNAL CONSULTATION

23 The following External Consultees were notified on 21<sup>st</sup> October 2020

24 Forest Hill Society. No comments received



## **5 POLICY CONTEXT**

### **5.1 LEGISLATION**

25 Planning applications are required to be determined in accordance with the statutory development plan unless material considerations indicate otherwise (S38(6) Planning and Compulsory Purchase Act 2004 and S70 Town & Country Planning Act 1990).

### **5.2 MATERIAL CONSIDERATIONS**

26 A 'material consideration' is a consideration relating to the use or development of land which is reasonably considered relevant to the proposed development, when taking the decision in the public interest. This may include, where relevant, 'human factors' such as personal hardship or circumstances of occupiers, social policy objectives, or the value of particular kinds of business to the community. There must be a sufficient connection to the development in question.

27 Whether a consideration must or may be considered material in a particular case is a question of law that may be determined by the courts. Decision-makers are always required to have regard to applicable planning policies of the Secretary of State and of the Council itself.

28 The weight given to a relevant material consideration is a matter of planning judgement. Matters of planning judgement are within the exclusive province of the LPA. This report sets out the weight Officers have given relevant material considerations in making their recommendation to Members. Members, as the decision-makers, are free to use their planning judgement to attribute their own weight, subject to the test of reasonableness.

### **5.3 NATIONAL POLICY & GUIDANCE**

- National Planning Policy Framework 2019 (NPPF)
- National Planning Policy Guidance 2014 onwards (NPPG)
- National Design Guidance 2019 (NDG)

### **5.4 DEVELOPMENT PLAN**

29 The Development Plan comprises:

- London Plan (March 2021) (LPP)
- Core Strategy (June 2011) (CSP)
- Development Management Local Plan (November 2014) (DMP)
- Site Allocations Local Plan (June 2013) (SALP)
- Lewisham Town Centre Local Plan (February 2014) (LTCP)

### **5.5 SUPPLEMENTARY PLANNING GUIDANCE**

30 Lewisham SPG/SPD:

31 Alterations and Extensions Supplementary Planning Document (April 2019)

32 London Plan SPG/SPD:

- Character and Context (June 2014)
- Housing (March 2016)

## 6 PLANNING CONSIDERATIONS

33 The main issues are:

- Principle of Development
- Housing
- Urban Design
- Impact on Adjoining Properties
- Transport
- Natural Environment

### 6.1 PRINCIPLE OF DEVELOPMENT

#### *General policy*

- 34 The National Planning Policy Framework (NPPF) at Paragraph 11, states that there is a presumption in favour of sustainable development and that proposals should be approved without delay so long as they accord with the development plan.
- 35 The new London Plan sets out a sequential spatial approach to making the best use of land set out in Policy GG2 (parts A to C) that should be followed.
- 36 Policy H1 and table 4.1 identifies a total ten year housing target for net housing completions (2019/20 – 2028/29) of 16,670 for Lewisham, equating to an annual target of 1,667. To help achieve this target, a strategic priority of the PLP is to increase the rate of housing delivery from small sites. LPP H2 and table 4.2 sets a ten-year minimum target of 3,790 homes on small sites for Lewisham. LPP H2 states Boroughs should pro-actively support well-designed new homes on small sites (below 0.25ha). In doing so, Boroughs should recognise that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites.
- 37 The Core Strategy Spatial Policy 1 defines the location of the site as within an Area of Stability and Managed Change, which means that Spatial Policy 5 is relevant to this site. This states that the Areas of Stability and Managed Change will deliver approximately 2,590 additional new homes over the period of the Core Strategy (2011-2026). This accounts for approximately 14% of the borough's requirement in order to meet local housing need and contribute towards meeting and exceeding London Plan targets. This will be achieved by making the best use of previously developed land in the borough through infill development provided that it is designed to complement the character of surrounding developments, the design and layout make for suitable residential accommodation, and it provides for garden and amenity space.
- 38 Core Strategy Policy 1 states that contributions to affordable housing will be sought on sites capable of providing 10 or more dwellings. PPG makes clear that planning obligations for affordable housing should only be sought for residential developments that are major developments (i.e. development where 10 or more homes will be



provided, or the site has an area of 0.5 hectares or more). As such, the application proposal falls below the threshold for seeking affordable housing provision.

39 Housing is therefore a priority for the borough. Accordingly, the provision of six new residential units is considered a planning merit. In addition, the South East London Strategic Housing Market Assessment identifies a need for family sized dwellings (3+ bedrooms). A contribution to family housing is not a policy requirement as the number of dwellings does not meet the trigger (10+) set by CSP 1.

40 DM Policy 3 allows for the conversion of houses not considered suitable for family occupation and this is assessed in terms of point 1.a and 1.b of the policy stated below:

41 The Council will refuse planning permission for the conversion of a single family house into flats except where environmental conditions mean that the single family house is not suitable for family accommodation due to any factor listed below:

- a. adjacent to noise generating or other environmentally unfriendly uses
- b. lack of external amenity space suitable for family use

42 Officers note the aim of policy DMP3 is to appropriately manage the future sub-division of single family houses into self-contained flats in order to ensure new dwellings provide a high standard of amenity and to promote and retain housing choice.

	Existing Family Dwelling	Proposed Family Unit
Gross Internal Floor Area	182sqm on 2 floors	103sqm on 1 floor
Living areas	4 individual living areas and a kitchen on each floor	1 large open plan kitchen/living/dining area
Bedrooms	Bedroom 1 – 15.8sqm Bedroom 2 – 10.4sqm Bedroom 3 – 16sqm	Bedroom 1 -16sqm Bedroom 2 – 9.4sqm Bedroom 3 – 12.2sqm

43 The table above shows a reduction in overall floor space when comparing the existing dwelling with the proposed family unit. Officers note that there are two existing kitchens, one on each floor, which alludes to the most recent use of the property as two flats; although there is no planning history to confirm this. The proposed large open plan living area is considered a better use of space when considered against the over provision of existing individual rooms. The new unit is considered to be of a better quality with a better layout of rooms than the existing. Three similar sized bedrooms would be provided with the new scheme. Furthermore, the family sized unit, being located on the ground floor, has direct and sole access to the large rear garden and would also have use of the existing on-site garage.

44 The other proposed units have an excellent layout and the proposal has sufficient front garden space to accommodate cycle and bin storage to service the total dwellings. Well thought out landscaping is proposed.

- 45 Given these quality considerations, officers consider the principle of conversion to be acceptable in this instance, since the proposal includes the re-provision of a generously sized family unit. As such, officers consider the scheme does not conflict with the aim of DM Policy 3, which is to appropriately manage the sub-division of single family houses, whilst retaining housing choice within the borough. The inclusion of one family sized dwelling, alongside additional units in the scheme, is considered essential and a planning merit.
- 46 DM Policy 33 of the Lewisham Development Management Local Plan (DMLP) (2014) sets out at paragraph A that infill sites include development that is proposed on street corners. Therefore, as an area of land serving as a garden, with a street frontage, the proposal is considered an infill site. Development on infill sites will only be permitted where they:
- a. Make a high quality positive contribution to an area.
  - b. Provide a site specific creative response to the character and issues of the street frontage typology identified in Table 2.1 Urban typologies in Lewisham and to the special distinctiveness of any relevant conservation area
  - c. Result in no significant overshadowing or overlooking and no loss of security or amenity to adjacent houses and gardens
  - d. Provide appropriate amenity space in line with DM Policy 32 (Housing design, layout and space standards)
  - e. Retain appropriate garden space for adjacent dwellings
  - f. Repair the street frontage and provide additional natural surveillance
  - g. Provide adequate privacy for the new development and
  - h. Respect the character, proportions and spacing of existing houses.
- 47 The proposed building has taken its design cues from adjacent properties at Nos.144-152 and in a modern interpretation provides a site specific, high quality building that respects the character and proportions of these existing houses. Historically, there was a house sited on this corner site, which was bombed during WW2. As such, the new building would repair the street frontage and provide additional surveillance to the street. Each new dwelling would have adequate privacy, and be of a good size and layout. There would be no significant impact on neighbouring amenity; all of which is discussed in more detail within the report. As a consequence, the proposal meets the criteria as set out in DM Policy 33.

#### **6.1.1 Principle of development conclusions**

- 47 The principle of development is supported in this instance as the site is considered to make a positive contribution towards meeting housing needs in a sustainable urban location and would re-provide one family sized unit as part of the proposal.

## **6.2 HOUSING**

- 48 This section covers: (i) the contribution to housing supply, including density; (ii) the dwelling size mix; (iii) the standard of accommodation.

### **6.2.1 Contribution to housing supply**

#### *Policy*

- 49 National and regional policy promotes the most efficient use of land.

- 50 The NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development. The NPPF sets out the need to deliver a wide choice of high quality homes widen opportunities for home ownership and create sustainable, inclusive and mixed communities.
- 51 The NPPF encourages the efficient use of land subject to several criteria set out in paragraph 122. Paragraph 123 applies where there is an existing or anticipated shortage of land for meeting identified housing needs and strongly encourages the optimal use of the potential of each site.
- 52 London Plan Policies H1 and H2 seek to increase the housing supply and to optimise housing output.

#### *Discussion*

- 53 The proposed density is considered to be optimal for this site, as it is connected to the main roads, and public transport whilst being in a sustainable urban location therefore, this site meets the criteria to deliver housing on a small site and Policy H2 applies and results in net additional housing provision. The proposed residential units would contribute to the borough's housing supply and significant weight is given to this in assessment of the proposal.
- 54 Paragraph 2.0.3 of the London Plan stresses that all parts of London will need to embrace and manage change. Not all change will be transformative, in many places the changes will occur incrementally and this is the case where the suburban pattern of development has significant potential for appropriate intensification over time, particularly for additional housing.

### **6.2.2 Residential Quality**

#### *General Policy*

- 55 NPPF para 127 sets an expectation that new development will be designed to create places that amongst other things have a 'high standard' of amenity for existing and future users. This is reflected in relevant policies of the London Plan (Policy D6), the Core Strategy (CS P15), the Local Plan (DMP 32) and associated guidance (Housing SPD 2017, GLA; Alterations and Extensions SPD 2019, LBL).
- 56 The main components of residential quality are: (i) space standards; (ii) outlook and privacy; (iii) overheating; (iv) daylight and sunlight; (v) noise and disturbance; (vi) accessibility and inclusivity.

#### ***Internal space standards***

##### *Policy*

- 57 London Plan Policy D6 seeks to achieve housing developments with the highest quality internally and externally in relation to their context and sets out minimum space standards.
- 58 DMP 32 Housing design, layout and space standards' and LP D6 'Housing quality and standards requires housing developments to be of the highest quality internally, externally and in relation to their context. These policies set out the requirements with regards to housing design, seeking to ensure the long-term sustainability of the new housing provision. In particular DM Policy 32 states that it will assess whether new housing development including conversions provide an appropriate level of residential quality and amenity in terms of size, a good outlook, with acceptable shape and layout of room, with main habitable rooms receiving direct sunlight and daylight, adequate privacy

and storage facilities to ensure the long term sustainability and usability of the homes. Informed by the NPPF, the Mayors Housing SPG provides guidance on how to implement the housing policies in the London Plan.

#### *Discussion*

59 The table below sets out proposed dwelling sizes.

**Table [ 1 ]: Internal space standards**

60 Table 1: Internal space standards

<b>Dwelling</b>	<b>Layout</b>	<b>GIA m<sup>2</sup></b>	<b>B1 m<sup>2</sup></b>	<b>B2 m<sup>2</sup></b>	<b>B3 m<sup>2</sup></b>	<b>Amenity m<sup>2</sup></b>	<b>Floor</b>
<b>Flat 01-B</b>	<b>2b/3p</b>	<b>69</b>	<b>13.7</b>	<b>10</b>	<b>-</b>	<b>53.8 garden space</b>	<b>Ground</b>
<b>Flat 01-A</b>	<b>3b/5p</b>	<b>103</b>	<b>16</b>	<b>12</b>	<b>9</b>	<b>11.3 (front) 106 (rear garden)</b>	<b>Ground</b>
<b>Flat 02-B</b>	<b>2b/3p</b>	<b>68</b>	<b>13.7</b>	<b>10</b>	<b>-</b>	<b>5 (balcony)</b>	<b>1st</b>
<b>Flat 02-A</b>	<b>2b/3p</b>	<b>66</b>	<b>12.4</b>	<b>8</b>	<b>-</b>	<b>6.1 (roof terrace)</b>	<b>1st</b>
<b>Flat 03-B</b>	<b>1b/2p</b>	<b>50</b>	<b>13.7</b>	<b>-</b>	<b>-</b>	<b>5.4 (two balconies)</b>	<b>2nd</b>
<b>Flat 03-A</b>	<b>1b/2p</b>	<b>50</b>	<b>14</b>	<b>-</b>	<b>-</b>	<b>5.4 (side roof terrace)</b>	<b>2nd</b>

61 Table 1 demonstrates that the proposed residential accommodation would exceed the Technical Housing Standards, given that all flats would meet or exceed the required gross internal area (GIA) of 50sqm for a 1b2p unit, 61sqm for a 2b3p unit and 86sqm for a 3b5p unit.

62 Additionally the bedroom sizes would all exceed the 11.5sqm requirement for a double bedroom and 7.5sqm for a single bedroom. The widths of the bedrooms would also be policy compliant. The floor to ceiling height for each unit would be a minimum of 2.5m in accordance with the requirement of the London Plan and DMP 32. The provision of storage is considered to be adequate and would meet the requirements of the London Plan.

#### ***Outlook & Privacy***

##### *Policy*

63 LP Policy D6 seeks high quality internal and external design of housing development and requires developments to achieve ‘appropriate outlook, privacy and amenity’. Policy D6, seeks to maximise the provision of dual-aspect dwellings (i.e. with openable windows on opposite elevations).

64 DMP 32 requires all new residential developments to provide accommodation of a good size, a good outlook, with acceptable shape and layout of rooms, with main habitable rooms receiving direct sunlight and daylight, and adequate privacy. There will be a presumption that residential units provided should be dual aspect.

### *Discussion*

All of the proposed residential units would have double aspect as a minimum with the windows providing a good standard of outlook.

- 65 Privacy is not considered to be a significant issue given the sufficient distance maintained to the surrounding properties. The proposed roof terraces to the rear would not be directly overlooked and due to their significant set backs, would not overlook other properties; including the rear garden area for Unit 01A. The balconies to the front and side elevations of the new building would be seen from the public highway, however they would be at first floor and roof level so would not be directly overlooked.

### 66 ***Daylight and Sunlight and ventilation***

#### *Policy*

- 67 DMP 32(1)(b) expects new developments to provide a 'satisfactory level' of natural lighting for its future residents. The London Housing SPD and the Lewisham Alterations and Extensions SPD promote access to sunlight and natural daylight as important amenity factors, particularly to living spaces

#### *Discussion*

All windows are also considered to provide good levels of ventilation preventing the need for a mechanical system and providing adequate mitigation against overheating. The shape of the units provide efficient layouts, which contribute to the overall good standard of light and ventilation provided by the windows. Most bathrooms and kitchens would be naturally lit and ventilated. All these elements serve to demonstrate that this is a well designed scheme delivering a good standard of accommodation.

### ***External space standards***

#### *Policy*

- 68 Standard 4.10.1 of the Mayor's Housing SPG states that 'a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant'. PLPP emphasises this minimum dimensions and states that the private open space must achieve a minimum depth and width of 1.5m.

#### *Discussion*

- 69 The ground floor family sized unit 01A would have private access to the entire rear garden. Unit 01B would have 53.8sqm of outdoor space in the form of a private garden to the front and side of the building. Unit 02B a 5sqm balcony, Unit 02A a 6.1sqm roof terrace, Unit 03A at 5.46sqm roof terrace and Unit 03B two balconies each measuring 2.7sqm. All but Unit 02B would achieve external space standards that are more than the minimum standard indicated above. However, since this first floor flat has a generous internal floor area, on balance the shortfall of 1sqm is considered acceptable.

### ***Summary of Residential Quality***

- 70 Officers are satisfied that the design and layout of the proposed units would be suitable and the proposal would provide an acceptable standard of residential accommodation in accordance with the above policies

### **6.2.3 Housing conclusion**

71 The proposal would deliver two, 1bx2p flats, three, 2bx3p flats and one 3bx5p flat, with an acceptable standard of residential amenity. It would contribute to meeting the Borough's identified housing need in a predominantly residential and sustainable location.

## **6.3 URBAN DESIGN**

### *General Policy*

72 The NPPF at para 124 states the creation of high quality buildings and places is fundamental to what the planning and development process should achieve.

73 Policies D4 and D6 of the London Plan emphasise that 'The scrutiny of a proposed development's design should cover its layout, scale, height, density, land uses, materials, architectural treatment, detailing and landscaping.'

74 CSP 15 outlines how the Council will apply national and regional policy and guidance to ensure highest quality design and the protection or enhancement of the historic and natural environment, which is sustainable, accessible to all, optimises the potential of sites, is sensitive to the local context, and responds to local character.

75 DMP 30 requires planning applications to demonstrate a site-specific response, which creates a positive relationship with the existing townscape whereby the height, scale, and mass of the proposed development relates to the urban typology of the area.

### **6.3.1 Appearance and character**

#### *Policy*

76 In addition to the policies set out above, DM Policy 32 sub para 2.256 explains that Infill and backland development needs sensitive design in order to not detract from the character of the street scene, the architectural integrity and scale of adjacent buildings or from residential amenity.

#### *Discussion*

77 There are an eclectic mix of properties within Forest Hill Road in terms of design, scale and massing. The applicant has undertaken a townscape study, which has informed the scheme's design, scale and massing. Officers consider the scheme is suitably scaled for this location, as the proposed building would be slightly lower in height than No.144, in keeping with properties stepping down in line with the slope of the road. The new building would have a maximum height of 9.4m and an eaves height of 7m. The width on the front elevation would be 8.5m and 10.2m on the Canonbie Road frontage. Design cues have been taken from No.144, its semi-detached pair and 148-152, all of which can be viewed as a distinct design grouping within the street scene. The proposed building is a modern interpretation on existing design themes that include double height bay windows, arches, banding between floors and brick colour. The front and side dormers a reinterpretation of the windows in the front gables at Nos.148-152. This design approach is considered suitable for this location.

78 The massing of the proposed new building would be larger than that of No.144; however, the new building would sit comfortably within the corner site. The new building and No.144 would be connected at ground floor only which would create a distinct visual separation and contrast between old and new, without an adverse impact on the character of the area.

- 79 Roof extensions are proposed to the rear roof slopes of No.144. The rear elevation would be remodelled and incorporate new glazed windows and doors. The rear elevation and roof extensions would be largely concealed from view behind the new building and only partially visible from obscure views along Canonbie Road. Given their set back from the public realm, behind a garage block and the presence of mature trees on the boundary, the roof extensions and remodelling of the rear elevation are considered to be modest in scale and of high quality design and would not have adverse impact on the street scene.
- 80 Overall, the design, height, scale and massing are considered to be appropriate for the site and surrounding area.

### ***Detailing and Materials***

#### *Discussion*

- 81 On the front and side elevations, red multi-brick is proposed on the upper floor with a brown/red multi brick to the ground floor; all with tinted mortar. To the rear, buff London Stock brick would be used to match existing. The banding between floors would be colour through precast concrete to match brickwork colour. The roof would be Eternit tiles, which give a slate effect. The windows in the dormers would be powder coated black framed whilst the lower windows and doors would be powder coated warm grey/brown coloured frames.
- 82 Further design interest would be added by the use of 'perpend' projecting brick detail at ground floor around the communal entrance and as a design detail to the rear of No.144.
- 83 The existing boundary timber fence would be removed and replaced with a masonry perimeter wall in keeping with the new building and wider character of the area. The cycle and bin stores would be constructed in the same materials to integrate and harmonise with the scheme as a whole.

### **6.3.2 Urban design conclusion**

- 84 In summary, the proposed building is a high quality proposal. It is of an appropriate height and scale, and would use suitable materials; it is considered that the proposed scheme would uphold the character of the area and the street scene. The design of the proposal is therefore acceptable, and in line with the aforementioned policies.

## **6.4 TRANSPORT IMPACT**

### *General policy*

- 85 London Plan policy T1 sets out the Mayor's strategic approach to transport which aims to encourage the closer integration of transport and development, as more stress is on rebalancing the transport system towards walking, cycling and public transport (10.1.4), that encourage shifts to more sustainable modes and appropriate demand management; and promoting walking by ensuring an improved urban realm
- 86 London Plan policy T6.1 Residential parking sets out in Table 10.3. that new residential development should not exceed the maximum parking standard to ensure a balance is struck to prevent excessive car parking provision that can undermine cycling, walking and public transport use. Through the use of travel plans, it aims to reduce reliance on private means of transport.



87 CSP 14 'Sustainable movement and transport' promotes more sustainable transport choices through walking, cycling and public transport. It adopts a restricted approach on parking to aid the promotion of sustainable transport and ensuring all new and existing developments of a certain size have travel plans.

#### **6.4.1 Servicing and refuse**

##### *Policy*

88 London Plan Policy D6(E) states housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables and food waste as well as residual waste.

89 DM Policy 29 requires new development to have no negative impact upon the safety and suitability of access and servicing. Standard 22 and 23 of the London Plan Housing SPG provides guidance on refuse for new residential development and references the British Standard BS5906:2005

##### *Discussion*

90 Two storage areas for communal bins and one for use by the family unit are shown to the front of the site on the ground floor plan. The storage areas would provide ample space for refuse and recycling for each flat.

91 A condition is proposed to ensure provision of this storage area prior to occupation of the development

#### **6.4.2 Transport modes**

##### ***Walking and cycling***

##### *Policy*

92 Cycle storage space should be provided in accordance with LPP T5, table 10.2 and London Cycle Design Standards. Developments should provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards.

93 Discussion

94 Internal cycle storage is provided for the two ground floor flats; with communal cycle storage sited to the front of the properties for the other four flats. There is ample space to the front accommodate the cycle storage. The London Plan requires a minimum of 1.5 spaces per 1bx2p unit and 2 spaces per the other dwellings. The proposal would provide storage for 12 cycles and would comply with LPP T5 and highways officers consider this acceptable.

##### ***Private cars***

##### *Policy*

95 LPP T6 states that proposals for no on-site car parking should be the starting point for all development proposals in places that are well connected to public transport.

##### *Discussion*

96 A number of objections were received regarding the potential for increased on-street parking stress. The site has a PTAL rating of 4 which is considered good and therefore a development that is not proposing additional off street parking is supported, in

accordance with the London Plan Policy. Officers agree with the submitted transport statement where census data predicts likely car ownership for the six proposed flats to be three cars. There is an existing garage attached to the site which has been reprovisioned as off-street parking for one vehicle for the use of occupiers of the family unit. As such, one net off street parking space is proposed as part of the scheme.

- 97 The findings of the submitted parking survey show that there is 50% spare capacity within 200m of the site. However, highways officers find this data to be flawed in that the inclusion of Brenchley Gardens is unlikely to present a viable parking option. Parking capacity on this road is not agreed and the fact that only one car (representing 3% of given total) parked overnight, suggests that local knowledge bears this out. If this street is removed from the data, the overall figure for parking stress increased to 67%.
- 98 The level of increase from the proposed flats is not considered likely to cause a level of parking stress over 85% and as such officers conclude there would be adequate on street parking provision.
- 99 One objection received concerned electric vehicle charging points. LPP T6 states that where car parking is provided in new development, provision should be made for infrastructure for electric or other Ultra-low Emissions vehicles in line with Policy T6.1 where at least 20% of spaces should have active charging facilities. However, due to the size of the proposed development, it is not necessary to provide electric or other Ultra-low emission provision.

### **6.4.3 Transport impact conclusion**

- 100 The proposal would have an acceptable impact on transport in terms of parking, encouraging sustainable modes of transport and accommodating the site's servicing needs, subject to conditions.

## **6.5 LIVING CONDITIONS OF NEIGHBOURS**

### *General Policy*

- 101 NPPF para 127 sets an expectation that new development will be designed to create places that amongst other things have a 'high standard' of amenity for existing and future users. This is reflected in relevant policies of LPP D3, D6 and D14 and DM Policy 31 and 32.
- 102 DMP 32(1)(b) expects new developments to provide a 'satisfactory level' of privacy, outlook and natural lighting for its neighbours
- 103 The main impacts on amenity arise from: (i) overbearing sense of enclosure/loss of outlook; (ii) loss of privacy; (iii) loss of daylight within properties and loss of sunlight to amenity areas; and (iv) noise and disturbance

### **6.5.1 Outlook and Privacy**

#### *Policy*

- 104 Overbearing impact arising from the scale and position of development is subject to local context. Outlook is quoted as a distance between habitable rooms and boundaries. Privacy standard refer to the distances between directly facing windows of existing and new habitable spaces and from shared boundaries where overlooking amenity spaces may arise.

#### *Discussion*

- 105 At present the entire roof of the single storey rear extension is being used as a terrace. The proposed scheme would substantially reduce this area to an enclosed 6.1sqm. This would include the introduction of a 400mm set in from the shared side boundary and a significant setback of 1.7m from the rear elevation of the extension.
- 106 As a result of these changes, there would be a reduction in the level of overlooking to No.146 as well as to the rear garden amenity space for Unit 01A in the proposed scheme.
- 107 The new building would be sited in front of the existing garage block and would be over 18m away from the side boundary of No.1 Canonbie Road. There are only two windows in the rear elevation of the proposed building, both serving bathrooms and both would be obscure glazed.
- 108 The two rear windows in the roof extensions at No.144 would be approximately 18m and 27m from the side boundary of No.1 Canonbie Road. The view from the windows would be directed toward the rear garden area of the subject site. It is considered that the proposed windows would not give rise to a loss of privacy over and above what already exists from existing first floor windows. Moreover, the windows would not face any habitable room windows in this neighbouring property. Furthermore, there are trees along this shared boundary which will be retained and which provide some visual screening between the two sites.
- 109 There would be no detrimental amenity impact on 140, 143 or 145 Forest Hill Road, due to the public highways between the subject site and these neighbouring properties.

## **6.5.2 Daylight and Sunlight**

### *Policy*

- 110 Daylight and sunlight is generally measured against the Building Research Establishment (BRE) standards however, this is not formal planning guidance and should be applied flexibly according to context.
- 111 LPP D6 states the design of development should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context.

### *Discussion*

- 112 The proposed scheme, due to its scale and siting, would have no detrimental impact on neighbouring properties access to sufficient daylight and sunlight.

## **6.5.3 Noise and disturbance**

### *Policy*

- 113 NPPG states LPAs should consider noise when new developments may create additional noise.

### *Discussion*

- 114 Officers consider there would be no significant increase in noise above or beyond what would be expected from occupiers of residential development.
- 115 Should members be minded to grant planning permission, a condition is recommended to secure a Construction Management Plan to minimise disturbance during construction.

116 Impact on neighbours conclusion

117 Officers consider that the proposed development would not adversely impact the living conditions or amenities of neighbouring properties and as such, the proposed scheme is considered acceptable.

## **6.6 NATURAL ENVIRONMENT**

### *General Policy*

118 Contributing to conserving and enhancing the natural environment and reducing pollution is a core principle for planning.

119 The NPPF and NPPG promote the conservation and enhancement of the natural environment (chapter 15) and set out several principles to support those objectives.

120 NPPF para 180 states decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the sensitivity of the site or wider area to impacts that could arise from the development.

121 LPP G6 and G7 sets out the Mayor of London's vision for Green Infrastructure as a multifunctional network that brings a wide range of benefits including among other things biodiversity, adapting to climate change, water management and individual and community health and well-being.

### **6.6.1 Green spaces and trees**

#### *Policy*

122 S.197 of the Town and Country Planning Act gives LPA's specific duties in respect of trees.

123 LPP under sub-paragraph C of Policy G7 Trees and woodlands stress is on protecting trees and where the removal of trees is necessary following a granted permission, an adequate replacement would need to be undertaken.

124 Paragraph 170 of the NPPF (2019) requires that decisions should contribute to and enhance the natural and local environment. DM Policy 25 seeks to ensure that applicants consider landscaping and trees as an integral part of the application and development process.

#### *Discussion*

125 Green vegetated front gardens characterise Forest Hill Road and Canonbie Road although some have unfortunately been degraded by hardsurfacing. The vegetation contributes to the green infrastructure and helps provide links between Brenchley Gardens diagonally opposite on Forest Hill Road and the urban forest in the rear gardens of Canonbie Road.

126 There are a number of trees and mature shrubs within the current front garden setting. However, the applicant has stated that much of this planting is in poor condition and will need to be removed. The proposed cycle and bin stores will be set back from the front boundary by 0.5m, creating an area for the planting of hedging, which will sit behind the new low boundary wall. Both the hedging and wall will be sited along the front/side of the site. The bin and cycle stores will have green roofs. Three new trees will be planted, further greening this front/side amenity space. The size and type of trees can be dealt

with by way of condition. The greening of this area is important in providing quality outdoor amenity space as well as contributing to the local green character of the area.. The proposal retains the trees to the back of the rear garden. There are also five larger trees in front of the garage block that fall outside the curtilage of the site. No information has been submitted regarding how these trees would be protected during the build process. However, this can be dealt with by an Arboriculture Impact Assessment condition and a tree protection plan condition

127 The applicant has recognised there is an opportunity for significant planting on site. The existing landscaping plan is considered appropriate. The landscape drawing shows areas of lawn to the front, side and rear of the site along with areas of permeable paving and a number of trees. The type of soft planting and type of trees proposed have not been specified. However, this can be dealt with by a soft landscaping condition.

### **6.6.2 Natural Environment conclusion**

128 Officers consider the scheme has the potential to improve the quality of the existing amenity space by enhancing the quality of the landscaping. This can be secured by suitable conditions and as such, the proposed scheme is considered acceptable.

## **7 LOCAL FINANCE CONSIDERATIONS**

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

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

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

131 The CIL is therefore a material consideration.

132 [£23,605.68] Lewisham CIL and [£15,596.61] MCIL is estimated to be payable on this application, subject to any valid applications for relief or exemption, and the applicant has completed the relevant form. This would be confirmed at a later date in a Liability Notice.

## **8 EQUALITIES CONSIDERATIONS**

133 The Equality Act 2010 (the Act) introduced a new public sector equality duty (the equality duty or the duty). It covers the following nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act;
- advance equality of opportunity between people who share a protected characteristic and those who do not;
- foster good relations between people who share a protected characteristic and persons who do not share it.

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

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

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

- The essential guide to the public sector equality duty
- Meeting the equality duty in policy and decision-making
- Engagement and the equality duty
- Equality objectives and the equality duty
- Equality information and the equality duty

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

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

## **9 HUMAN RIGHTS IMPLICATIONS**

140 In determining this application, the Council is required to have regard to the provisions of the Human Rights Act 1998. Section 6 of the Human Rights Act 1998 prohibits authorities (including the Council as local planning authority) from acting in a way which

is incompatible with the European Convention on Human Rights. "Convention" here means the European Convention on Human Rights, certain parts of which were incorporated into English law under the Human Rights Act 1998. Various Convention rights are likely to be relevant including:

- Article 8: Respect for your private and family life, home and correspondence
- Protocol 1, Article 1: Right to peaceful enjoyment of your property

141 Members need to satisfy themselves that the potential adverse amenity impacts are acceptable and that any potential interference with the above Convention Rights will be legitimate and justified. Both public and private interests are to be taken into account in the exercise of the Local Planning Authority's powers and duties. Any interference with a Convention right must be necessary and proportionate. Members must therefore, carefully consider the balance to be struck between individual rights and the wider public interest.

142 This application has the legitimate aim of providing a new building with residential uses. The rights potentially engaged by this application, including respect for private and family life, home and correspondence and the freedom to enjoy one's home are not considered to be unlawfully interfered with by this proposal.

## 10 CONCLUSION

143 This application has been considered in the light of policies set out in the development plan and other material considerations.

144 The proposal conforms with the general aims of DM3 policy in appropriately sub-dividing a single family dwelling, whilst retaining a generously sized family unit. The proposed scheme presents planning merit: provision of additional good quality accommodation, in a sustainable urban location. The proposal is designed to be visually sensitive to its context, with access to public transport, local services and amenities; whilst preserving the residential amenities enjoyed by neighbouring properties. Substantial weight is given to these merits, and for these reasons, it is recommended that the development is approved.

## 11 RECOMMENDATION

145 That the Committee resolve to **GRANT** planning permission subject to the following conditions and informatives:

### 11.1 CONDITIONS

1) FULL PLANNING PERMISSION TIME LIMIT

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

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

2) DEVELOP IN ACCORDANCE WITH APPROVED PLANS



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

001 Rev.A; 003 Rev.A; 010 Rev.A; 011 Rev.A; 012 Rev.A; 020 Rev.A; 030 Rev.A; 031 Rev.A; 102 Rev.A; 110 Rev.A; 111 Rev.A; 112 Rev.A; 113 Rev.A; 120 Rev.A; 210 Rev.A; 211 Rev.A; 300 Rev.A; 301 Rev.A; 302 Rev.A; 310 Rev.A; Design and Access Statement; Planning Statement; Transport Statement (Received 24th September 2020)

210 Rev.A (Received 20th April 2021)

Reason: To ensure that the development is carried out in accordance with the approved documents, plans and drawings submitted with the application and is acceptable to the local planning authority

### 3) CONSTRUCTION LOGISTICS MANAGEMENT PLAN

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

- (a) Rationalise travel and traffic routes to and from the site.
- (b) Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction vehicle activity.
- (c) Measures to deal with safe pedestrian movement.

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

**Reason:** In order to ensure satisfactory vehicle management and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011), and Policy T3 Transport capacity, connectivity and safeguarding, Policy T7 'Deliveries, Servicing and Construction' and Policy SI 1 'Improving Air Quality' of the Publication London Plan (2021).

### 4) EXTERNAL MATERIALS

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

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

### 5) ARBORICULTURAL IMPACT ASSESSMENT

- (a) No development shall take place until a full Arboricultural Impact Assessment (AIA) has been submitted to and approved in writing by the local

planning authority. Such study shall consider the exact relationship between the proposed development and any existing trees on the site, in line with the recommendations of BS 5837:2012 (Trees in Relation to design, demolition and construction - Recommendations).

The AIA should include survey data on all trees on the site, with reference to the British Standard and assess all interfaces between the development and trees, their root zones and their crowns and branches, i.e.:-

- Protection of trees within total exclusion zones.
- The location and type of protective fencing.
- The location of the main sewerage and water services in relation to trees.
- The location of all other underground services, i.e. gas, electricity and telecommunications.
- The locations of roads, pathways, parking and other hard surfaces in relation to tree root zones.
- Provision of design and engineering solutions to the above, for example, thrust boring for service runs; the use of porous surfaces for roads etc. and the remedial work to maintain tree health such as irrigation and fertilisation systems; the use of geotextile membranes to control root spread.
- Suggested locations for the site compound, office, parking and site access.
- The replacement planting necessary to compensate for any necessary losses.

(b) Drawings should also be submitted to show the location of any protective fencing, site compounds, means of access etc. and the study should contain a method statement for arboricultural works which would apply to the site.

(c) The development shall be implemented in accordance with the approved AIS.

**Reason:** To safeguard the health and safety of trees during building operations and the visual amenities of the area generally and to comply with Policy 12 Open space and environmental assets of the Core Strategy (June 2011) and Development Management Local Plan (November 2014) DM Policy 25 Landscaping and trees, and DM Policy 30 Urban design and local character.

## 6) REFUSE STORAGE

(a) No development (**above ground level**) shall commence until details of proposals for the storage of refuse and recycling facilities for each residential unit hereby approved, have been submitted to and approved in writing by the local planning authority.

(b) The facilities as approved under part (a) shall be provided in full prior to occupation of the development and shall thereafter be permanently retained and maintained.

**Reason:** In order that the local planning authority may be satisfied with the provisions for recycling facilities and refuse storage in the interest of safeguarding the amenities of neighbouring occupiers and the area in general, in compliance with Development Management Local Plan (November 2014) DM Policy 30 Urban

design and local character and Core Strategy Policy 13 Addressing Lewisham waste management requirements (2011).

#### 7) CYCLE PROVISION

- (a) **Prior to first occupation**, full details of the cycle parking facilities shall be submitted to and approved in writing by the local planning authority.
- (b) No development shall commence on site until the full details of the cycle parking facilities have been submitted to and approved in writing by the local planning authority.
- (c) All cycle parking spaces shall be provided and made available for use prior to occupation of the development and maintained thereafter.

**Reason:** In order to ensure adequate provision for cycle parking and to comply with Policy T5 cycling and Table 10.2 of the London Plan (March 2021) and Policy 14: Sustainable movement and transport of the Core Strategy (2011).

#### 8) HARD LANDSCAPING

- (a) Prior to **above ground works** drawings showing hard landscaping of any part of the site not occupied by buildings (including details of the permeability of hard surfaces) shall be submitted and approved in writing by the local planning authority.
- (b) All hard landscaping works which form part of the approved scheme under part (a) shall be completed prior to occupation of the development.

**Reason:** In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Policies SI 12 Flood risk management in the London Plan ( March 2021), Policy 15 High quality design for Lewisham of the Core Strategy (June 2011) and Development Management Local Plan (November 2014) Policy 25 Landscaping and trees, and DM Policy 30 Urban design and local character.

#### 9) SOFT LANDSCAPING

- (a) A scheme of soft landscaping (including details of any trees or hedges to be retained and proposed plant numbers, species, location and size of trees and tree pits) and details of the management and maintenance of the landscaping for a period of five years shall be submitted to and approved in writing by the local planning authority prior to construction of the above ground works.
- (b) All planting, seeding or turfing shall be carried out in the first planting and seeding seasons following the completion of the development, in accordance with the approved scheme under part (a). Any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species.

**Reason:** In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Core Strategy Policy 12 Open space and environmental assets, Policy 15 High quality design for Lewisham of the Core Strategy (June 2011), and DM Policy 25 Landscaping and trees and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

#### 10) TREE PROTECTION

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

**Reason:** To safeguard the health and safety of trees during building operations and the visual amenities of the area generally and to comply with Policy 12 Open space and environmental assets of the Core Strategy (June 2011), and DM Policy 25 Landscaping and trees and DM Policy 30 Urban design and local character of the Development Management Local Plan (November 2014).

#### 11) BOUNDARY TREATMENT

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

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

#### 12) OBSCURE WINDOWS

Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), the new windows to be installed in the first floor and roof of the rear elevation of the extension hereby approved shall be fitted as obscure glazed to a minimum of Level 5 on the 'Pilkington Scale' and retained in perpetuity.

Reason: To avoid the direct overlooking of adjoining properties and consequent loss of privacy thereto and to comply with DM Policy 31 Alterations and extensions to existing buildings including residential extensions, DM Policy 32 Housing design, layout and space standards, and Policy 33 Development on infill sites, back land sites, back gardens and amenity areas of the Development Management Local Plan (November 2014).

## 11.2 INFORMATIVES

1. Positive and Proactive Statement: The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, positive and proactive discussions took place with the applicant prior to the application being submitted through a pre-application discussion. As the proposal was in accordance with these discussions and was in accordance with the Development Plan, no contact was made with the applicant prior to determination.
2. You are advised that all construction work should be undertaken in accordance with the "London Borough of Lewisham Code of Practice for Control of Pollution and Noise from Demolition and Construction Sites" available on the Lewisham web page.
3. As you are aware the approved development is liable to pay the Community Infrastructure Levy (CIL) which will be payable on commencement of the development. An 'assumption of liability form' must be completed and before development commences you must submit a 'CIL Commencement Notice form' to the council. You should note that any claims for relief, where they apply, must be submitted and determined prior to commencement of the development. Failure to follow the CIL payment process may result in penalties. More information on CIL is available at: - <http://www.lewisham.gov.uk/myservices/planning/apply-for-planning-permission/application-process/Pages/Community-Infrastructure-Levy.aspx>
4. You are advised that you should be in contact with Thames Water in the early stage of the development
5. You are advised to contact the Council's Drainage Design team on 020 8314 2036 prior to the commencement of work.

6

The applicant be advised that the implementation of the proposal will require approval by the Council of a Street naming & Numbering application. Application forms are available on the Council's web site.