

Committee	PLANNING COMMITTEE (C)	
Report Title	FORMER NEW CROSS HOSPITAL SITE, WARDALLS GROVE, AVONLEY ROAD SE14 5ER	
Ward	New Cross	
Contributors	Rachael Hobman	
Class	PART 1	Date: 03 FEBRUARY 2011

<u>Reg. No.</u>	DC/10/75036 (as revised)
<u>Application dated</u>	30.7.10, revised 5.11. & 15.12.2010 & 11.01.2011.
<u>Applicant</u>	bptw Partnership on behalf of Hyde Housing Association and Lewisham PCT
<u>Proposal</u>	The construction of two residential blocks comprising part two, part three, part four, part five and six storeys and part three, part four, part five and part six storeys, incorporating balconies at former New Cross Hospital Site, to provide 35 one bedroom, 64 two bedroom self-contained flats, 11 three bedroom and 14 four bedroom houses, together with associated landscaping, provision of refuse stores, 127 cycle spaces and 43 car parking spaces with access onto Avonley Road.
<u>Applicant's Plan Nos.</u>	J08-046/D050C, J08.046/D005, 08-046 D100D, D200C, D300D, D400E, D500E, D001, D002F, D003C, D004, D005, D006, D010D, D011B, D012C, D013C, D014C, D015B, D016A, Design and Access Statement and Addendum, Planning Statement, Daylight, Sunlight and Overshadowing Report and Addendum, Community and Leisure Facilities Assessment, Code for Sustainable Homes Prediction Report, Air Quality Assessment, Transport Statement, Environmental Noise Survey and PPG24 Assessment Report 3644/PPG, Pre-development Arboricultural Report, Ecological Assessment, Bat Survey, Flood Risk Assessment, Planning Energy Statement, Archaeological Assessment, Geotechnical Investigation Report and Viability Report and Heritage Report.
<u>Background Papers</u>	<ol style="list-style-type: none"> (1) Case File - LE/766/A/TP (2) Adopted Unitary Development Plan (July 2004) (3) The London Plan (Consolidated with alterations since 2004) 2008 (4) Adopted Residential Development Standards SPD (June 2006) (5) PPS1: Delivering Sustainable Development (6) PPS 3: Housing (7) PPG 13: Transport (8) Circular 05/05 Planning Obligations (9) PPG 24: Planning and Noise

- (10) PPS 25: Development and Flood Risk (2006)
- (11) Delivering Affordable Housing – Good Practice and Guidance (2006)
- (12) The Code for Sustainable Homes – Setting the Standard in Sustainability for New Homes (2008)
- (13) Planning and Access for Disabled People – A Good Practice Guide (2003)

Zoning

Adopted UDP – Development Site – Mixed Use including Housing
Area of Archaeological Priority

1.0 Property/Site Description

- 1.1 The Wardalls Grove application site sits within an area of New Cross which has over the years seen significant development and regeneration. The Kender Housing Regeneration and New Cross Gate Deal for Communities Area are within the site's immediate vicinity.
- 1.2 The approximately 0.95 hectare application site comprises a vacant rectangular site that is bounded by Avonley Road to the east and flanked by residential properties along New Cross Road to the south, Pump Lane and Heathfield Court properties to the north and the Deptford Ambulance Station to the west. A substantial 3m high brick wall extends along the northern, southern and eastern site boundaries.
- 1.3 Wardalls Grove is located to the north west of New Cross Gate and once formed part of the larger New Cross Hospital site, owned by Lewisham Primary Care Trust (PCT). The site is the last phase of the redevelopment of the New Cross Gate Hospital Site. Prior to their recent demolition, the site comprised a number of research and administrative buildings which were deemed surplus to the PCT's operational needs.
- 1.4 The hospital buildings covered an extensive amount of the site, with an east-west service road separating the buildings located along the northern and southern site boundaries. The buildings were a mix of styles and ages and for the most part, were of low architectural quality. Minimal separation was provided between the two and three storey buildings located along the northern site boundary and the part single-storey and part two-storey building in the south eastern corner of the site. Limited separation was also provided between a large u-shaped two storey building, which occupied the south western half of the site and the southern site boundary. A single storey building was positioned along the southern site boundary to the rear of the larger u-shaped two-storey building.
- 1.5 A number of trees are located on site, primarily along the northern site boundary.
- 1.6 The three to four storey terrace to the south of the site, fronting New Cross Road, is Grade II listed. To the north of the site are two storey terraced and semi-detached properties in Pump Lane and the more recent Heathfield Court housing development, comprising three to five storey blocks of flats. To the west of the site is Deptford Ambulance Station and to the east is Avonley Road, beyond which is a mix of residential and commercial uses.

- 1.7 Vehicular access to the site is provided from Avonley Road, at the north east corner of the site. Heathfield Court to the north of the site also shares the vehicular access from Avonley Road, this access was designed as part of the Heathfield Court development to ensure access to the final phase of the redevelopment of the New Cross Hospital Site.
- 1.8 The site is notably constrained by way of a mains sewer that runs diagonally across the site, with an accompanying 'no build' easement to either side of the sewer.

2.0 Planning History

- 2.1 The original hospital site was previously much larger and was reduced as a result of residential development in the late 1980's and early 1990's, which included addresses in Farrow Lane and Pump Lane. In 2003 planning permission (Heathfield Court) was granted for the alteration and conversion of the existing Doctors' and Matron's Houses, to provide 4 two bedroom flats and a two bedroom house and construction of a two to five storey building to provide 15 one bedroom and 10 two bedroom flats, 7 three bedroom and 2 four bedroom houses, 23 car parking spaces with access onto Avonley Road and pedestrian/cycle access onto Pump Lane.
- 2.2 As previously discussed the subject site is the final phase of the redevelopment of the New Cross Hospital Site. The Primary Care Trust (PCT) have advised that the New Cross Hospital premises are surplus to requirements as there are sufficient existing health care facilities in the area, including the newly constructed Waldron Health Centre. In addition, no operational patient services have operated from the site for the last 10 years. Alternative health and/or community uses of the buildings were actively sought, prior to making the site available to all public and independent bodies. Interest was initially shown by a community group however, this was not advanced due to financial viability. When no viable interest was received, the site was advertised commercially.

3.0 Present Application

- 3.1 The application proposes the construction of two blocks of flats and 25 terraced houses, private and communal garden space and car parking provision. The two buildings would range in height from single to six storeys. An internal road would run from the existing access with Avonley Road, diagonally east-west through the site, over the sewer easement, separating the two proposed buildings.
- 3.2 The larger of the two proposed blocks would provide a frontage to Avonley Road stepping up from three storeys to the rear of New Cross Road properties to six storeys at the entrance of the site, before turning through approximately 45 degrees and extending south-west, stepping down to five and then three storeys. Beyond this, a row of three storey terraced housing would extend from the block.
- 3.3 The smaller of the two proposed blocks would be located at the western end of the site ranging from four to six storeys in height. A row of three storey and then a row of two storey terraced housing would extend eastward along the northern boundary from this block.
- 3.4 The development would provide a total of 124 residential units 25 of which would be provided as terraced houses and the remainder as flats. 87 of the units would be for private sale, 21 for social rent and 16 for intermediate occupation.

The 37 affordable units represent an affordable housing provision of 29.8% by unit, or 42% by habitable rooms.

- 3.5 Car parking would be provided at the eastern and western corner of the access road and to the front of the larger, southern block. A total of 43 car parking spaces would be provided within the development, including one car club space.

Supporting Documents

Planning Statement

- 3.6 This document outlines the planning history for the site, the main planning policies that, in the applicant's opinion would be relevant to the proposal and discusses the scheme in the context of those policies with the planning considerations and merits of the proposal.

Design and Access Statement

- 3.7 The design statement provides the contextual analysis for the site together with a historic appraisal of the site.
- 3.8 The statement explains the rationale behind the architectural language used in the design and sets out how the proposed development came to be, with various alternative design proposals outlined.
- 3.9 The statement also covers the components of landscaping, transport, materials, design layout and refuse and recycling.
- 3.10 The statement also sets out the proposed development's compliance with Building Regulations Part M, Lifetime Home Standards and the 10% wheelchair housing requirement. It assesses that the development meets, in most cases, the aforementioned standards.

Code for Sustainable Homes Prediction Report (Focus Consultants Limited July 2010)

- 3.11 The report concludes that the development would exceed the 68 point threshold required to meet Code for Sustainable Homes Level 4 rating. Measures include heat and sound insulation, energy efficient lighting, internal drying facility, amenity space, a reduction in carbon emission through photovoltaics, solar hot water, air and ground source heat pumps, cycle storage, units meet daylight criteria, responsible sourcing of building materials, management of surface water run-off, a flood risk assessment and a site waste management plan.

Energy Statement by White Associates (July 2010)

- 3.12 The Energy Assessment explores a number of opportunities for delivering the 20% renewable energy requirement and concludes that a combination of photovoltaics, solar water heating and ground source heat pumps will be implemented to achieve the threshold.

Flood Risk Assessment (WYG Engineering Limited June 2010)

- 3.13 The Flood Risk Assessment details the existing flood exposure of the site (within flood zone 3 based on the lack of defences along the Thames), magnitude and severity of flood risk to the site, the ability of the existing and proposed drainage to accommodate development flows, assesses the flood risk to adjacent development and proposes mitigation measures to address this. The proposed development would have a reduction in foul flow and surface runoff. A sustainable drainage system is proposed, resulting in reduced runoff rates by at least 50% in line with Lewisham's Strategic Flood Risk Assessment. The proposed development would also have finished floor levels above 300mm to further mitigate flood risk potential of the site.

Noise Report (RBA Acoustics July 2010)

- 3.14 The Noise Assessment monitored daytime and evening noise from within the site and potential noise emissions associated with the A2 and the Deptford Ambulance Station in line with PPG24 requirements and relevant national and local plan policies. The report concludes that the proposed development generally falls within NEC B as defined in PPG24, on the east-facing facades, however the site falls in NEC C during the daytime period. Preliminary analyses of the likely internal ambient noise levels show the proposed development would provide adequate protection against external noise from traffic and the ambulance station, providing appropriate measures are secured by condition.

Communities Facilities Assessment (BPTW July 2010)

- 3.15 The Communities Facilities Report seeks to assess the prospects of the site being used partly by a healthcare use or alternative community or leisure facility in recognition of the site having a designation for such under policy. It concludes that there is an adequate supply of healthcare and alternative community and leisure facilities in the area, therefore there is no proven need for such to be provided on site.

Transport Statement (Tully De'Ath July 2010)

- 3.16 The Transport Statement concludes that the development would continue the regeneration of the area and encourage changes to Modal Transport from cars to public transport and cycling. It sets out a car parking strategy, travel plan and car club facility.

Tree Survey (Michael Honey April 2010)

- 3.17 The report concludes that the only trees of significance on the site are at the northern boundary and include three London Plane trees of high amenity value and a Robinia. The drawings indicate that these would be retained.

Sunlight/Daylight Report (July 2010)

- 3.18 The report assesses the impact of the proposed scheme on existing surrounding residential properties and gardens. The report concludes that the proposed scheme would have no adverse impact on sunlight and daylight levels to properties, and that there would be no adverse overshadowing impact to existing gardens.

The proposed scheme would meet the BRE criteria for sunlight, daylight and overshadowing.

Addendum Report on Overshadowing (November 2010)

- 3.19 The addendum to the Sunlight/Daylight report was undertaken for revisions to the scheme for the existing and proposed site layout and included shadow path analysis for the months of March and December.

The March analysis showed the existing buildings on site resulted in greater overshadowing to the gardens north of the site when compared with the revised scheme.

The rear gardens of the New Cross Road properties did not experience any overshadowing from the existing and proposed revised development. The report details the request from local residents for predicted overshadowing for December and advises that this is not a requirement of BRE testing as it would not provide a true reflection of possible overshadowing over the course of the year. The December results demonstrate that there is currently extensive overshadowing cast from the existing buildings on the development site and that gardens to the north of the site experience transient overshadowing. The properties to the north would experience a transient shadowing effect from the proposed development. There would be no overshadowing impact to the rear gardens of the New Cross Road properties. The report concluded that the proposed revised scheme would not cause any adverse overshadowing, and would improve the overshadowing of gardens to the north of the site and would continue to meet the current BRE guidance.

Air Quality Assessment (Tully De'Ath Consultants March 2010)

- 3.20 The report assessed the air quality impacts of the proposed development during construction using the London Best Practice guidance and the suitability of the proposed development site for residential use. The report concludes that the proposed development would be considered as medium risk and recommends that mitigation measures during construction are undertaken to reduce the development to low risk. To assess the air quality effects resulting from the proposed development, concentrations of NO₂ and PM₁₀ have been predicted with and without the proposed development. The effects are deemed to be of negligible significance according to the criteria adopted for this assessment. The report concludes that the proposed development does not conflict with PPS23 or with the relevant local or regional policies.

Heritage Report (BPTW Partnership September 2010)

- 3.21 The report concludes that the proposed development would introduce a residential character to the site which is compatible with the heritage assets, being in the same use. While taller in some parts, the spatial relationship of the proposed development would make a positive contribution to the character and setting of the listed buildings, suggesting that the outlook of the taller buildings would be mitigated by the improvement in spatial relationship and architectural quality.

Bat Survey (July 2010)

- 3.22 An initial survey was conducted on the 15th June 2010 and concluded that the site offered few opportunities for bats to access the buildings, and few roosting opportunities and no evidence of bat usage was found, such as bat droppings attached to brickwork or feeding remains. The nocturnal and dawn survey undertaken on the 7th and 8th of July 2010, respectively detected limited foraging by one species of bat, common pipistrelle *Pipistrellus pipistrellus*. No bats were recorded emerging from, or entering any of the buildings surveyed. Two of the ten buildings surveyed were considered to offer potential roosting features for bats.

The report recommended that both buildings were demolished or made unsuitable for use by bats prior to June 2012. If neither of these options were undertaken, a further bat survey was recommended to ensure no bats subsequently colonise the buildings. The report recommended that if any bats were found during any works on these buildings, then all works must cease and advice sought from a suitably qualified expert. The report also recommended that the existing boundary vegetation should remain unlit where possible to maintain a suitable commute route for bats between neighbouring sites.

Archaeological Assessment (Museum of London Archaeology May 2010)

- 3.23 The report concludes that the site has a generally low potential to contain archeologically significant remains and on this basis it is unlikely that the local authority would request site specific evaluation of the site, either pre- or post-determination of planning consent. However given the size of the site it is recommended that archaeological monitoring of geotechnical boreholes and trial pits is carried out in order to confirm the nature and depth of any archaeological remains.

Drainage Strategy (July 2010)

- 3.24 This is presented in plan form and sets out measures of drainage for implementation on site.

Ecological Assessment (June 2010)

- 3.25 The report provides a Sustainable Ecological Homes assessment that identifies the important ecological features of the site and measures that should be taken to protect and enhance them. The report also appraises the ecological diversity of the site before and after development. The report concludes that the proposal would receive 7 credits provided the following recommendations are implemented: Retention and protection of the London planes located along the north western corner of the site, use of good horticultural practices, planting of 25 additional trees, shrubs and bulbs planted in gardens and communal areas, installation of bat and bird boxes, planting along boundary walls and fences to attract native wildlife, provision of three water containers for birds and removal of Japanese knotweed.

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 states that for urban development projects with a site area greater than 0.5 hectares, a screening opinion is required from the local planning authority to assess the requirement for an Environmental Impact Assessment (EIA).

In the assessment of the need for an EIA, guidance is contained within Office of the Deputy Prime Minister Circular 02/99. The guidance states that an EIA is likely to be required for sites, which have not been previously intensively developed if the site area is greater than 5 hectares or would have significant urbanising effects i.e. a new development of more than 1,000 dwellings. After consideration of the proposal it is considered that, as a matter of planning judgement, the cumulative effects of this development proposal, whether positive or negative in nature, are not likely to be significant and an Environmental Impact Assessment is not required in this particular instance. The screening opinion has been forwarded to the applicant's agent.

4.0 Consultation and Replies

Environment Agency

- 4.1 Planning permission may be granted subject to conditions, requiring the submission of surface water runoff and disposal, a preliminary risk assessment and a verification report for the approved remediation strategy, being imposed.

Transport for London

- 4.2 No objection subject to a travel plan, a construction logistics plan and a delivery and servicing plan being secured by way of condition.

Natural England

- 4.3 The proposal does not affect any priority interest areas for Natural England and therefore we do not object to the proposal. Natural England notes that the recommendations of the Ecological Assessment propose improvements to the area/site which would enhance the potential biodiversity and ecology of the scheme and the council is encouraged to seek these recommendations as planning conditions, where appropriate.

English Heritage

- 4.4 The application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

Environmental Health

- 4.5 A sound insulation scheme in accordance with PPG24 and BS8233 should be submitted and approved by the local planning authority for the protection of the dwellings against road noise and fixed plant.
- 4.6 For the most part, the proposal for mitigation measures and conclusions drawn from the Air Quality Assessment are satisfactory. The proposed energy source, car parking provisions and resulting traffic movements should not have a significant impact on air quality within the locality. The car club spaces and Travel Plan are welcomed as a means to reduce air pollution. A condition is recommended requiring mitigation measures for the ground floor units along the eastern facades to ensure ground floor levels do not exceed national air quality objectives.

Strategic Housing

- 4.7 Overall, the number of one bedroom flats is a little high however, the number of two bedroom flats is good, particularly in the market sector. Affordable housing proposal (38%) and unit mix is excellent, particularly the provision of 3 and 4 bedroom houses. The tenure split of 57:43 social rent to intermediate is acceptable given the proximity of the site to the Kender Estate regeneration area, where a higher amount of intermediate housing may be acceptable. A minimum level of 3 is required in terms of the Code for Sustainable Homes. The wheelchair unit provision of 10% is calculated on habitable room figures. The larger 3 and 4 bedroom units should not have open plan kitchen/living areas.

Ecology

- 4.8 The Ecological Assessment and proposed mitigation measures are acceptable in principle. The applicant will need to take advice about the appropriate placing of the measures proposed from their ecological consultant. The bat survey identified that some of the existing buildings could become colonised by bats in the future (these buildings have now been demolished). No objection to the bio-diverse roof concept proposed, however details of the exact roofing areas should be provided. An increase in the number of living roofs within the development would be welcomed. These roofs can co-exist with photovoltaics and can act to enhance their performance. A condition requiring the submission of the detailed design of the proposed living roofs is recommended.

Sustainability

- 4.9 The proposed Energy Strategy is compliant with Council policies. The proposal to trial and monitor the different technologies is of interest given that it is now becoming apparent the performance of a number of these technologies do not match their projections. The Council however, should have access to the data they will be generating from the different technologies on site to ensure the 20% is being achieved through the passive measures, this could be achieved by condition or by a more informal agreement.

Neighbours & Local Amenity Societies

- 4.9 The Council has consulted the occupiers of 320 properties within the vicinity of the site as part of the planning application process, as well as Ward Councillors and notices were placed on site and in the local press.
- 4.10 A total of twenty seven (includes 5 letters of objection from re-consultation in November) letters of objection have been received from residents of 3, 11, 11b, 19, 20B, 20D, 23, 31 (7 letters were received from 31), 33 New Cross Road and 10, 12, 14, 16, 28, 30, 34, 36, 38, 39, 40 (2 letters were received from 40) Pump Lane, 62, 46 Farrow Lane and 29 Heathfield Court.
- 4.11 Following the submission of revised drawings and revised daylight/sunlight study, reducing the scale of the block adjacent to the New Cross Road properties resulting in a reduction of the number of units by three, the adjacent properties along New Cross Road were consulted in respect of the changes. Five letters of objection were received from residents of 11b, 23, 27, 31 & 33 (four letters were received from 31).

4.12 A summary of the key issues raised by those objecting include:-

- Building height and building scale are excessive
- Poor building design
- Out of keeping with the character of the area and neighbouring Conservation Area
- Would not enhance New Cross public realm
- Overlooking
- Impacts on outlook – particularly from the rear of New Cross Road
- Overdevelopment
- Inadequate amenity space
- Lack of car parking leading to increased on street car parking stress
- Traffic congestion
- Noise nuisance
- Impacts regarding daylight/sunlight
- Site security and impact on security of neighbours
- Detrimental impact on listed buildings
- Site contamination risks
- Strain on local infrastructure
- Loss of views

(Letters are available to Members)

Local Meeting

4.13 A local meeting was held on 29 September 2010. The applicants agent attended and the meeting was chaired by Cllr Maslin.

4.14 After a presentation from the architects, a question and answer session followed and the main points of discussion centred around the following issues:-

- Overlooking of neighbouring residential property
- Daylight/sunlight impacts
- Adequacy of parking provision
- Noise
- Impact on the listed New Cross Road properties
- Site security

(Notes of the meeting are available to Members)

Highways and Transportation

- 4.15 In view of the inability to comply with the Council's off street car parking standard as defined in TRN 26 of the UDP and to minimise and mitigate the impact of potential car parking "overspill" the applicant should enter into an obligation to provide financial support for the provision of a defined car club space to be located on-street within 50m of the application site and to secure the financial viability of the provision of one car club car for a minimum period of two years.

Design Panel

- 4.16 The panel welcomed the positive progression of the proposal but considered that key information was missing at this stage and could not provide a concluding evaluation of the design quality of the scheme. To assist the evaluation of the scale and massing as well as elevation treatment the panel members asked for the following:

- North elevation of the Avonley Road building illustrating windows on corridor
- Computer generated images (CGI) of main blocks curved corner buildings, especially the corner building on Avonley Road
- Physical model of the development `

There was a general feeling that there was a lack of clarity regarding the construction method and therefore also on the materiality of the elevations. Of particular concern were some of the proposed junctions between the blocks. The CGI's provided were considered attractive but there was general doubt as to what would actually be delivered. More information regarding this is needed. The panel requested 1:20 construction plans to be conditioned to have more certainty of the quality of the proposal. The panel was concerned about the landscaping proposals; in particular those put forward for the areas around the car parking and trafficked areas in which planting might become easily damaged. Given the increase in the number of car parking spaces now required this might be even more of an issue than it had previously been.

5.0 Policy Context

Central Government Policy Guidance

- 5.1 Statements of Government planning policy and advice that are particularly relevant to the proposals are PPS 1 Delivering Sustainable Development, PPS 3 Housing, PPS 5 Planning for the Historic Environment and PPG 13 Transport.

Planning Policy Statement 1: Delivering Sustainable Development

- 5.2 PPS 1 was published in January 2005. The objectives of the guidance are wide ranging. Among the aims are to make suitable land available for development in line with economic, social and environmental objectives, to improve peoples quality of life and to contribute to sustainable economic development. The PPS also states that planning should ensure high quality development through good and inclusive design and the efficient use of resources.

- 5.3 The PPS also contains advice on design which includes the general advice that local planning authorities should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or style.

Planning Policy Statement 3: Housing

- 5.4 PPS 3 sets out how the planning system supports the growth in housing completions needed in England. The PPS underpins the delivery of the Government's strategic housing policy objectives and the goal to ensure that everyone has the opportunity to live in a decent home, which they can afford in a community where they want to live. This guidance replaces Planning Policy Guidance 3: Housing (published March 2000).
- 5.5 The PPS states that housing should be sustainable and linked with public transport provision and lower overall levels of off-street parking. Mixed use development should be promoted where possible with proposals making the best use of land.
- 5.6 Paragraph 49 relates to design and density and states:

“Careful attention to design is particularly important where the chosen local strategy involves intensification of the existing urban fabric. More intensive development is not always appropriate. However, when well designed and built in the right location, it can enhance the character and quality of an area.”

Planning Policy Statement 5: Planning for the Historic Environment

PPS 5 was published in 2010 and incorporated the previous guidance within PPG 15 and PPG 16 and states the overarching aim of the guidance as being the conservation of the historic environment and heritage assets. Twelve policies are provided for plan making and development control in relation to heritage assets.

Planning Policy Guidance 13: Transport (March 2001)

- 5.7 The objective of this Guidance is to promote more sustainable transport choices for both people and for moving freight, to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and to reduce the need to travel, especially by car.
- 5.8 As regards car parking, the Guidance suggests that car parking has a major influence on the means of how people choose their journeys. The document requires development plans to set maximum car parking standards for broad classes of development and sets out maximum car parking levels that should be applied.
- 5.9 Paragraph 49 states:-

“The availability of car parking has a major influence on the means of transport people choose for their journeys. Some studies suggest that levels of parking can be more significant than levels of public transport provision in determining means of travel (particularly for the journey to work) even for locations very well served by public transport. Car parking also takes up a large amount of space in development, is costly to business and reduces densities.

Reducing the amount of parking in new development (and in the expansion and change of use in existing development) is essential, as part of a package of planning and transport measures, to promote sustainable travel choices. At the same time, the amount of good quality cycle parking in developments should be increased to promote more cycle use.”

The London Plan

5.10 The London Plan, consolidated with alterations since 2004, was published in February 2008. Together with the saved policies in the adopted Lewisham UDP (July 2004), the London Plan comprises the development plan for Lewisham. The policies that are relevant to this applications are:

2A.1 Sustainability criteria

2A.2 The spatial strategy for development

3A.2 Borough housing targets

3A.3 Maximising the potential of sites

3A.5 Housing choice

3A.6 Quality of new housing provision

3A.7 Large residential developments

3A.8 Definition of affordable housing

3A.9 Affordable housing targets

3A.10 Negotiating affordable housing

3A.11 Affordable housing thresholds

3A.18 Protection and enhancement of social infrastructure and community facilities

3A.24 Education facilities

3C.1 Integrating transport and development

3C.2 Matching development to transport capacity

3C.3 Sustainable transport in London

3C.17 Tackling congestion and reducing traffic

3C.21 Improving conditions for walking

3C.22 Improving conditions for cycling

3C.23 Parking strategy

3D.13 Children and Young Persons Play and Informal Recreation Strategies

3D.14 Biodiversity and nature conservation

4A.1 Tackling climate change

4A.2 Mitigating climate change

4A.3 Sustainable design and construction

4A.4 Energy assessment

4A.5 Provision of heating and cooling networks

4A.6 Decentralised energy: heating, cooling and power

4A.7 Renewable energy

4A.9 Adaption to climate change

4A.10 Overheating

4A.11 Living roofs and walls

4A.14 Sustainable drainage

4A.16 Water supplies and resources

4A.19 Improving air quality

4A.20 Reducing noise and enhancing soundscapes

4A.28 Construction, excavation and demolition waste
4B.1 Design principles for a compact city
4B.2 Promoting world-class architecture and design
4B.3 Enhancing the quality of the public realm
4B.5 Creating an inclusive environment
4B.6 Safety, security and fire prevention and protection
4B.8 Respect local context and communities

6A.4 Priorities in planning obligations
6A.5 Planning obligations

SPG Providing for Children and Young People's Play and Informal Recreation
SPG Accessible London
SPG Housing
SPG Sustainable Design and Construction

Adopted Unitary Development Plan (July 2004)

5.11 The relevant saved policies of the UDP (adopted July 2004) are:-

STR.OBJ.1 To protect and enhance the natural and built environment including important heritage features
STR.OBJ.2 To support and promote sustainable patterns of development
STR.OBJ.5 To promote accessibility to everyday facilities for everyone
STR.URB 1 The Built Environment
STR.OS3 Biodiversity
STR.ENV.PRO1 Waste
STR.ENV.PRO3 Energy and Natural Resource Conservation
STR.TRN 1 Land Use and Transport
STR.TRN 3 Cyclists and Pedestrians
STR.TRN 4 Car Parking
STR.LCE 1 Provision of Education and Community Facilities
STR.LCE 2 Existing Leisure and Community Facilities

URB 3 Urban Design
URB 4 Designing out Crime
URB 12 Landscape and Development
URB 13 Trees
URB 18 Preserving Listed Buildings
HSG 4 Residential Amenity,
HSG 5 Layout and Design of New Residential Development,
HSG 7 Gardens,
HSG 14 Provision of Affordable Housing,
HSG 15 Creating Viable and Balanced Communities
ENV.PRO 9 Potentially Polluting Noise
ENV.PRO 10 Contaminated Land
ENV.PRO 11 Noise Generating Development
ENV.PRO 15 Sustainable Surface Water Drainage in New Development
ENV.PRO 17 Management of the Water Supply
TRN 1 Location of Development
TRN 2 Travel Impact Statements
TRN 3 Developer Contributions
TRN 14 Cycle Parking (and related Table TRN 2)
TRN 16 Developing Pedestrian and Cycle Networks

TRN 26 Car Parking Standards (and related Table TRN1)
IRM 4 Consultation
IRM 3 Community Benefit and Planning Loss
LCE 2 Existing Leisure and Community Facilities

Local Development Framework

- 5.12 Lewisham is in the process of replacing the UDP with the documents that comprise the Local Development Framework (LDF). The most important document in the LDF is the Core Strategy. The Lewisham Core Strategy was submitted to the Secretary of State on 29th October 2010. The independent Examination in Public will be held on 1st and 2nd February 2011.

The following lists the relevant strategic objectives, spatial policies and cross cutting policies from the Lewisham Core Strategy as they relate to this application.

Objective 1: Physical and socio-economic benefits
Objective 2: Housing provision and distribution
Objective 3: Local housing needs
Objective 5: Climate change
Objective 6: Flood risk reduction and water management
Objective 7: Open spaces and environmental assets
Objective 9: Transport and accessibility
Objective 10 :Protect and enhance Lewisham's character
Objective 11: Community well-being

Spatial Policy 1: Lewisham Spatial Policy
Spatial Policy 2: Regeneration and Growth Areas
Spatial Policy 3: District Hubs
Spatial Policy 4: Local Hubs
Spatial Policy 5: Areas of Stability and Managed Change

Policy 1: Housing provision, mix and affordability
Policy 7: Climate change and adapting to the effects
Policy 8: Sustainable design and construction and energy efficiency
Policy 9: Improving local air quality
Policy 10: Managing and reducing the risk of flooding
Policy 12: Open space and environmental assets
Policy 13: Lewisham's waste management requirements
Policy 14: Sustainable movement and transport
Policy 15: High quality design for Lewisham
Policy 16: Conservation areas, heritage assets and the historic environment
Policy 19: Provision and maintenance of community and recreational facilities
Policy 20: Delivery education achievements, healthcare provision and promoting healthy lifestyles
Policy 21: Planning obligations

Adopted Residential Development Standards SPD

- 5.13 The Adopted Residential Development Standards sets out the minimum room sizes in new residential development. The document also covers other aspects in relation to the standard of living accommodation such as amenity space, storage and accessibility.

6.0 Planning Considerations

6.1 It is considered that the main issues of the application proposal are:

- Principle of development,
- Scale, design and layout,
- Crime prevention design,
- Impact on neighbouring listed buildings,
- Density of development,
- Affordable housing provision,
- Proposed unit mix,
- Living conditions for future occupiers, including accessibility,
- Impact on neighbour amenity,
- Transport,
- Sustainability,
- Land contamination,
- Flood risk,
- Planning obligations.

Principle of development

6.2 The application site is the last remnant of the former New Cross Hospital site. No operational patient services have operated on the site over the last 10 years and the three remaining services that were accommodated on site: The South London & Maudsley NHS trust, a Southwark based service for older adults; the headquarters and administrative services of the Lewisham Primary Care Trust and the National Poisons Unit, were relocated to alternative premises in 2004, 2006 and 2009 respectively. The last use of the site is therefore as a community facility.

6.3 Policy LCE 2 of the LBL Unitary Development Plan states that the Council will not grant planning permission for the change of use or the loss of valuable existing facilities for the leisure and community uses listed in Policy STR.LCE 2, except in the circumstances listed below:

- (a) proven lack of local need for such facilities;
- (b) locational requirements for the facilities are not met;
- (c) the building needs updating and this cannot be achieved at a reasonable cost;
- (d) the buildings are not ancillary to and essential for the operation of a facility covered by the terms of this policy;
- (e) alternative provision of equivalent benefit to the community is made

Alternative uses likely to be acceptable to the Council will be other community service, community of leisure uses, especially for the arts, culture or entertainment.

- 6.4 The site is also subject to a site specific designation as a development site (Site 5A), under Schedule 1 of the Adopted UDP. This designation relates to the original, larger hospital site, which has been subject to incremental development. The policy advises that the preferred option for redevelopment of this larger site would be mixed use including housing.
- 6.5 The designation in the Adopted UDP has been carried through to the Council's Site Allocations 2010 Further Options Report, which was subject to recent public consultation, as site SA1. The Site Allocations report suggests that the site is suitable for a solely housing redevelopment.
- 6.6 The Primary Care Trust (PCT) have advised that the New Cross Hospital premises are surplus to requirement as there are sufficient existing health care facilities in the area, including the recently constructed Waldron Health Centre. The accommodation on site was also found to be unfit for purpose and no longer met current NHS operational standards in respect of physical condition and configuration.
- 6.7 It is noted that prior to the disposal of the site, the PCT actively sought alternative health and/or community use of the building, making the site available to all public and independent bodies. When no interest was received, the site was advertised commercially. Interest was initially shown by a community group however, this was not advanced due to financial viability.
- 6.8 A community facilities assessment was also commissioned prior to the disposal of the site. The assessment concluded that there was an adequate supply of healthcare and alternative community and leisure facilities in the surrounding area; that there was no viable community interest shown in the site; the existing 1960's buildings were in a poor condition and did not meet current PCT operational standards and were therefore unlikely to be attractive to other alternative uses and that the site is not ancillary to or essential for the operation of a community or leisure facility.
- 6.9 While the proposed development would result in the loss of a community use site, it is noted that the PCT intend to re-invest the proceeds of the sale of the site into existing and new sites in the borough to provide health care for residents of Lewisham.
- 6.10 Accordingly, the loss of the community use is considered to generally compliant with the policy requirements of policy LCE 2.
- 6.11 The allocation of the site in the Adopted UDP and proposed allocation in the Site Allocations 2010 consultation document reflect the Council's expectations for development of the site. The residential allocation and proposed use of the site is considered to be the most appropriate form of redevelopment of the site given the surrounding land uses. It would also make a significant contribution towards the Borough's housing targets.
- 6.12 The proposed residential redevelopment of the site is therefore considered to be acceptable in principle.

Scale, design and layout

- 6.13 National and local planning policies place considerable emphasis on the importance of achieving high quality design that complements existing development, established townscape and character. All new developments should contribute towards improved safety and security and new buildings must be fully accessible. Policy 4B.1 of the London Plan encourages new developments to maximise the potential of development sites, create and enhance the public realm, include a mix of uses, be accessible and permeable to all users, be safe and sustainable, respect the local context and communities and to be inspiring, exciting, practical and legible. Policy 4B.3 is concerned with the enhancement of the public realm. Policy 4B.5 sets out the principles of inclusive design to create an inclusive environment. URB 3 Urban Design in the Adopted UDP states that the Council will expect a high standard of design in new development or buildings and in extensions or alterations to existing buildings, whilst ensuring that schemes are compatible with, or complement the scale and character of existing development and its setting (including any open space).
- 6.14 The design concept for the site has evolved as a result of pre-application discussions that have been ongoing for the past year between the applicants and Council Officers. The design concept has been formulated through a detailed assessment of the opportunities and constraints of the existing site and the functional requirements of the applicant.
- 6.15 The applicant has described the main factors guiding the design proposals for the site were the need to establish a strong street frontage along Avonley Road, to create a 'home zone' feel through the central area of the site, to articulate the built form to respond to the scale of the surrounding townscape, to respond to the 'no build zone' relating to the diagonally running sewer, orientation of the buildings to protect neighbouring amenity, maximising the potential for variety of good external space while providing sufficient parking and manoeuvring, to establish good links between internal and external space and to provide natural surveillance in the area.
- 6.16 The two proposed buildings would be positioned to either side of the sewer easement, in the northern and southern sections of the site, aligned diagonally east-west through the site. An internal road would follow the mains sewer line, extending diagonally east-west. A strip of landscaping is proposed along the north of the internal road, to the front of the smaller of the two buildings.
- 6.17 The smaller of the two buildings would be located in the northern part of the site and would increase in height from two-storeys at the site entrance, at the eastern end of the site, stepping up to six storeys in height to the west. At the eastern end of the site, the two-storey element of the building provides a curved feature wall in response to the tapering corner of the site. Within this two-storey element, two three-bedroom terrace houses would be provided. As the building extends into the site, it steps up to three-storey in height, accommodating four, four-bedroom houses. The proposed part two and three storey section of the block would provide terrace like properties with private gardens of varying sizes to the rear. The block then drops down to two storeys in height, accommodating an additional three-bedroom house before increasing to 5 storeys in height. The step down to the two-storey unit enables the block to extend southwards, at an approximate 45 degree angle, towards the western site boundary.

Four additional three-bedroom houses would be accommodated at ground and first floor level, with a mix of one and two bedroom flats on the upper floors of this five-storey section of the building.

- 6.18 The westernmost section of the block comprises a part-three, five and six storey element. The three storey element would respond to the neighbouring two storey terrace development adjoining the northern site boundary, increasing in height to part five and six storeys as it moves south towards the internal road. The six-storey element would accommodate two residential units and would be set in from the lower elevations to maximise separation to shared property boundaries. A total of twenty-one (6 one bedroom and 15 two bedroom flats) residential units would be located within the part-three, part-five and part-six storey element of the building.
- 6.19 A communal garden is proposed in the north-west corner of the site, to the rear of the part five storey element of the building, where the building line moves away from the northern property boundary. Recessed balconies would be provided to all of the flatted development overlooking the communal garden or the central landscaped area.
- 6.20 The second, larger building would present a part single, part two, part three, part five and six storey frontage to Avonley Road, stepping up to six-storeys at the entrance to the site as it moves further away from the more sensitive southern boundary. The Avonley Road section of the building would contain a mix of one and two bedroom flats. The building would curve south west into the site, stepping down to a part five-storey element, with five, three-bedroom dwellings at ground and first floor level and a mix of one and two bedroom flats on the upper floors. The building then drops to two storeys in height, providing a four bedroom unit, enabling the building form to straighten up to run parallel with the southern property boundary. The building then steps up to provide a three-storey terrace of seven, four bedroom houses. The building drops back to two storeys to provide a single five bedroom unit to complete this block.
- 6.21 The nine terrace houses within this larger building would benefit from private rear gardens. A communal garden is proposed to the south of the part five and six storey elements to be used by future occupiers of the flats. The ground floor flats and ground and first floor family units facing the communal garden would be provided with small rear courtyards, which would provide separation to the communal garden. The flats would also be provided with recessed balconies that would either overlook the internal road, communal gardens or Avonley Road frontage.
- 6.22 Unlike the previous site development, the proposal would introduce a substantial element of soft landscaping to the site in the form of private and communal garden space, additional planting to strengthen the retained trees along the northern boundary and trees and landscaping to the central access road. A green wall is proposed to the northwest corner of the site to provide visual interest to this otherwise hard area.
- 6.23 Overall it is considered that the proposed development would provide a high quality redevelopment of the site. The siting of the buildings and the form of the development would respond to the constraints within the site and would provide a coherent form of development. The variety of building form within the proposal and the inclusion of both flatted blocks and terrace houses of varying heights,

would provide significant visual interest and create a high quality and distinctly individual internal street environment.

- 6.24 In contrast to the former institutional use and character of the site, the proposal would provide a distinctly residential redevelopment that would strengthen the residential character of Avonley Road through the provision of an active frontage to this road. It is considered that the proposal would result in an improvement to the character and appearance of Avonley Road.
- 6.25 In terms of materials, the facing materials are proposed to be predominantly brickwork and 'Trespa' panels. A warm grey/yellow brick is proposed as the main material on the Avonley Road block and flatted element of the end block, while blue/grey bricks are proposed for the housing units. Further details will be required of materials and a condition is recommended in this respect.
- 6.26 The scale, layout and detailed design of the proposed development are considered to be a strong response to the site constraints, that would provide a visually exciting environment for future occupiers and neighbours. Accordingly, the design of the proposal is considered to be acceptable.

Designing Out Crime

- 6.27 Policies 4B.1 and 4B.6 of the London Plan (consolidated with alterations since 2004) seeks to ensure that developments should address security issues and provide safe and secure environments. UDP Policy URB 4 requires that all developments provide a safe and secure environment. New developments should ensure that paths, play spaces and entrances and exits are overlooked and that public and private space is well defined; small unassigned pockets of land should be avoided; there should be adequate lighting and active frontages should address the public realm.
- 6.28 The proposed development would provide extensive opportunities for the natural surveillance of the site and surrounding area. The layout of the development and positioning of units provides an active frontage to Avonley Road and ensure the overlooking of communal areas (including parking areas, internal road and amenity and play areas) within the development. Furthermore, the development would provide additional security to the properties adjoining the site through increased surveillance of these shared property boundaries.
- 6.29 The Metropolitan Police Crime Prevention Design Adviser has provided comments on the scheme, offering a range of suggestions to reduce opportunities for crime. To ensure that the proposed measures are implemented, a condition is recommended requiring further detail of compliance with the Metropolitan Police Secure by Design scheme.
- 6.30 Concern has been raised by a number of the adjoining properties regarding non-residents of the development being able to gain access to the rear of their properties via the application site. As discussed above, the proposed development would increase security of the surrounding area through increased natural surveillance from within the site. Access to the communal and private gardens would be restricted to occupants of the development by way of gated access. Accordingly this aspect of the development is considered acceptable.

Impact on Listed Buildings in New Cross Road

- 6.31 PPS 5 Planning for the Historic Development, which recently replaced PPG 15 and PPG 16, provides national guidance on the identification and protection of the historic environment. It seeks consideration of heritage buildings, monuments and landscapes as assets to be utilised rather than a barrier to development and presents an integrated approach to the historic environment removing the distinction between buildings, archaeological remains and landscapes, grouping all as 'Heritage Assets'. Policy URB 18 Preserving Listed Buildings of the adopted Unitary Development Plan states the Council will have special regard to the desirability of preserving the setting of Listed Buildings in considering any application in their vicinity in terms of other policies.
- 6.32 While the site does not itself contain any buildings of significant architectural or historic interest, buildings to the southern boundary comprise several listed properties, which are subject to individual and group listings as follows:
- 3 and 5 New Cross Road
 - 7 – 11 New Cross Road
 - 13 and 15 New Cross Road
 - 17 - 23 New Cross Road
 - 25 and 27 New Cross Road
 - 29 New Cross Road
 - 31 and 33 New Cross Road
 - 35 New Cross Road
 - 37 and 39 New Cross Road
 - 41 (St James's Cottage) New Cross Road
- 6.33 The above properties are all Grade II Listed, constructed early to mid-19th Century and range from 2 storeys and basement to 5 storeys in height. The properties all front on to New Cross Road and have gardens backing onto the application site.
- 6.34 The rear boundary of these properties comprises of a 3 metre high wall constructed in Yellow London Stock brick. While there is no reference to the rear boundary wall in the listing information, as the wall forms the rear curtilage of the properties it is subject to the protection of the overall property listing.
- 6.35 The listed buildings are a mix of early and mid-19th Century houses of varying design and scale, but generally of yellow stock brick construction. Their principal outlook is facing New Cross Road, but there is a clear and direct relationship to the former hospital site at the rear.
- 6.36 The heritage report submitted with the application concludes that the proposed development would introduce a residential character to the site which is more compatible with the listed terrace than the existing institutional use. While the proposal would increase the scale of development on the site, it is noted that the taller parts of the development would be positioned towards the central parts of the site, with increased separation from the New Cross Road listed terrace in sympathy to the listed terrace.
- 6.37 Nevertheless, the taller parts of the development would be visible from New Cross Road, to the rear of the listed terrace. The impact on the setting of the listed buildings is minimised due to the contrast between the architecture of the existing terrace and

proposed development and the high quality nature of the proposal: while the buildings would be seen together, they would appear as distinctly different elements of the built environment. This close relationship between heritage assets and high quality modern development is common throughout London and reflects the progression of the city.

- 6.38 Furthermore it is noted that there are numerous other, significantly taller buildings visible in the immediate vicinity, further mitigating the impact of the increased scale of development on the site in relation to the listed terrace.
- 6.39 On the basis of the form and appearance of the former development on the site, the quality of the proposed development and the overall relationship of the proposed development with the heritage assets, it is considered that the impact of the proposal on the listed buildings along New Cross Road is acceptable.

Residential Density

- 6.40 Density guidance for new residential development is provided in policy 3A.3 of the London Plan, which seeks that development proposals achieve the maximum intensity of use subject to the local context and site constraints. Table 3A.2 provides numerical density guidance that is based on the character of the site setting, the public transport accessibility level (PTAL) and the size of the proposed units.
- 6.41 London Plan policy 3A.6 requires new development to take account of the design and construction policies set out in Chapters 4A and 4B and the density requirements of policy 3A.3 and their implications for bedroom numbers per dwelling
- 6.42 In this case, the site is considered to be of urban character, has a PTAL of 4/5 and the proposal scheme has an average of 3.16 rooms per unit. This results in an applicable density guidance range of 55 to 225 units per hectare and 200 to 700 habitable rooms per hectare.
- 6.43 The proposed 124 units and total of 376 habitable rooms would result in a residential density of 130 units per hectare and 422 habitable rooms per hectare. This density is consistent with the London Plan guidance for the form, type, location and accessibility of the scheme and reflects the mix of accommodation type proposed and the site constraints of the easement through the site and adjacent listed terrace. The density of the proposed development is considered to be acceptable.

Affordable Housing Provision

- 6.44 London Plan policy 3A.9 states that affordable housing targets should be based on an assessment of regional and local housing need and a realistic assessment of supply and should take account of the strategic target that 35% of housing should be for social renting and 15% for intermediate provision (50% overall affordable housing provision target) and the promotion of mixed and balanced communities. London Plan policy 3A.10 requires boroughs to seek the maximum reasonable amount of affordable housing; having regard to their own overall target for affordable housing. Policy 3A.11 requires that residential development of 10 or more units should be subject to affordable housing requirements.
- 6.45 Policy HSG 14 of the UDP seeks an element of affordable housing to be provided on any site of 0.5 hectares or more or capable of accommodating 15 dwellings or more.

The policy advises that the suitability for affordable or keyworker housing will be assessed against the proximity of local services, facilities and access to public transport; where the provision of affordable housing would prejudice the realisation of other planning objectives, the mix of housing sizes and types and whether the site is subject of a council planning brief.

- 6.46 The application proposes that 37 of the units would be provided as affordable housing, representing 29% affordable housing provision on a unit basis. However, this rises to 42% of the development when calculated on a habitable room basis, due to the larger units that would be provided as affordable housing. Twenty-one of the units are proposed as social rent accommodation and the remaining 16 as intermediate units. This would provide a tenure split of 70:30 social rent to intermediate units (again, on a habitable room basis).
- 6.47 The Council's Housing Regeneration Team have supported the proposed affordable housing provision and in particular, they have welcomed the provision of larger family housing within the affordable element of the scheme.
- 6.48 The proposed affordable housing provision accords with the Council's relevant policy requirements and is considered to be acceptable.

Unit Mix

- 6.49 London Plan policy 3A.5 requires new development to provide a range of housing choices, in terms of the mix of housing sizes and types, taking account of the housing requirements of different groups. The proposed mix of unit sizes, grouped by tenure and with net internal area, is detailed in the following table:

Tenure	Unit Type	Net Internal Area	No. of units
Market	1- bed unit	49	29
Market	2-bed unit	69	51
Market	2-bed unit (wheelchair)	77	7
Social Rent	3-bed house	82	6
Social Rent	3-bed house (wheelchair)	98	1
Social Rent	4-bed house	115	9
Social Rent	4-bed house	130	5
Intermediate	1-bed unit	49	6
Intermediate	2-bed unit	69	6
Intermediate	3-bed house	82	4

- 6.50 The proposed housing mix and in particular the provision of three and four bedroom units, is considered to be a suitable mix that responds to the housing needs of the area. The proposed unit mix is therefore considered to be appropriate.

Standard of Accommodation

- 6.51 Policies HSG 4 Residential Amenity and HSG 5 Layout and Design of New Residential Development require the provision of suitable living conditions within new residential development.

- 6.52 London Plan Policy 3A.5 requires that all new housing is built to lifetime homes standards and that 10% of new housing is designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. Policy 4B.5 of the London Plan requires all new development to meet the highest standards of accessibility and inclusion.
- 6.53 Overall, it is considered that the proposed units would benefit from suitable living conditions with respect to outlook, daylight/sunlight and privacy. However, it is noted that as a result of the form of the building there is potential for internal overlooking within the 'elbow' area of the larger block, where 15m separation is provided between units. This affects a small number of units and is not considered to represent grounds for refusal of the scheme.
- 6.54 Within the development, two communal garden areas are provided and all units would have either a rear garden or terrace/balcony, making a substantial contribution to the living conditions that would be provided. While many of the family sized dwellings would have 9m long individual gardens, the remainder of the ground floor patio gardens would be more limited in extent. In addition the proposed communal garden areas would also make some provision for informal children's play and a contribution to the provision of children's play equipment has been agreed as part of the S106 Agreement. A further contribution to environmental improvements in the local area would help improve access to local open spaces including Bridge House Meadows. Further detail is required of the specification of the proposed communal gardens and children's play areas and appropriate conditions are recommended in this respect.
- 6.55 The Design and Access statement submitted with the application confirms that all new dwellings have been designed in accordance with Lifetime Homes standards and ten percent of the units (8 units) have been designed to be easily adaptable for residents who are wheelchair users in accordance with the Mayor of London's Best Practice Guidance document – Wheelchair Accessible Housing and the South East London Housing Partnership.
- 6.56 The application proposes easily adaptable wheelchair units as opposed to the provision of fully operational wheelchair units. This is considered to be consistent with the policy requirements. The application proposes a minimum of 8 car parking spaces to be designated for disabled users. These would be distributed evenly across the site and located close to the curtilage of easily adaptable wheelchair dwellings.
- 6.57 Accordingly, the development is considered to provide suitable living conditions for future occupiers.

Impact on neighbouring properties

- 6.58 Policies HSG 4 Residential Amenity and HSG 5 Layout and Design of New Residential Development seek to ensure that new development is designed so that the amenities of existing residential properties are not unacceptably harmed.
- 6.59 While the proposed development would result in a significant increase to the scale of built form on the site, the design of the scheme has sought to minimise the impact on the amenity of neighbouring properties. It is noted however, that detriment to neighbouring living conditions by reason of loss of daylight, sunlight, overshadowing and overlooking is a common theme of objections to the scheme.

6.60 A minimum distance of approximately 15m is provided between the first floor windows of the 9 two storey terrace house element positioned along the southern part of the site and the rear windows of nos. 13 - 29 New Cross Road. As the building steps up in height, it angles away from the southern boundary, resulting in increased boundary separation as it moves eastward towards Avonley Road. This part three, four and five storey element of the block would provide a minimum distance of 20m increasing to 35m to nos. 31 to 35 New Cross Road. A distance in excess of 40m is provided between the six storey element of the block where it fronts Avonley Road and the New Cross Road properties to the south of the site. Given the positioning of the larger elements of the building at a tangent to the southern site boundary, there is no direct overlooking between habitable windows of the proposed and existing development.

The building steps down from part six storeys to part two storeys at the eastern end of the site, where it adjoins the rear property boundaries of nos. 39 and 41 New Cross Road. A minimum distance of 14m is proposed between the flank elevation of the proposed development and the rear elevation of New Cross Road properties. Secondary windows are provided to this elevation and it is proposed that these would be fitted with obscure glazing to prevent overlooking and that this would be secured by condition.

6.61 This proposed building form is largely repeated in the proposed building in the northern part of the site. A part two and part three storey terrace element would run parallel to Heathfield Court and Pump Lane (nos. 30-40) properties along the northern site boundary. A minimum distance of 14m would be provided between the two storey element and Heathfield Court properties, increasing to a minimum of 16m as the building increases to three storeys in height. As this proposed building extends westward, the scale would increase to three storeys and then to a maximum of six storeys. Boundary separation would increase as the building steps up in scale and this is considered to provide an acceptable relationship with the neighbouring properties.

6.62 Due to the separation provided to the site boundaries and the use of the various building forms, whereby the terrace houses would be positioned in closest proximity to the sensitive boundaries, it is not considered that the proposal would result in unacceptable enclosure of neighbouring properties. The 14m separation at the eastern end of the northern building to neighbouring windows is considered to be limited. However, this is considered to be acceptable given the previous development on the site, which provided less boundary separation and greater overlooking and the scale of the proposed building has been limited to two storeys in this area to limit the potential overlooking.

6.63 A daylight/sunlight study assessing the impact of the proposed scheme on existing surrounding properties and gardens was submitted in support of the application. This study demonstrates that the proposed development would have no adverse impact on sunlight and daylight levels to existing neighbouring properties and that there would be no adverse overshadowing impacts to existing gardens in accordance with Building Research Establishment guidelines. An addendum to this report was submitted in November for the proposed revisions to the scheme and also included shadow path analysis for the month of December, as requested by neighbouring residents.

The report concluded that the proposed revised scheme would not cause any adverse overshadowing and would improve the overshadowing of gardens to the north of the site (in relation to the original scheme design) and would continue to meet the current BRE guidance. The rear gardens of the New Cross Road properties are shown not to experience any overshadowing from the buildings that formerly occupied the site or from the proposed revised development.

- 6.64 The analysis for the month of December, which is not a requirement of BRE testing as it does not provide a true reflection of possible overshadowing over the course of the year, due to the limited daylight hours in December, showed that there is extensive overshadowing cast from the existing buildings on site and as a result of this the gardens to the north of the site experience transient overshadowing. The gardens to the north would continue to experience transient overshadowing in December from the proposed development. This is however, not surprising given the low position of the sun in the sky and is not considered to be an unacceptable impact on neighbouring properties.
- 6.65 The separation distance to neighbouring windows varies throughout the development, with a minimum separation of 14m in places. However, it is noted that where the development provides shorter separation, it would still be an improvement from the separation provided by the previous development on the site. In general the scheme has been designed such that the larger scale flatted elements provide greater separation to neighbouring properties.
- 6.66 It is noted that the proposal has been set back from the northwestern boundary and would not preclude future development of the neighbouring ambulance site.
- 6.67 It is therefore not considered that the proposed development would result in unacceptable harm to the living conditions of neighbouring properties.

Transport and Parking Issues

- 6.68 London Plan Policy 3C.23 seeks to regulate parking in order to minimise additional car travel, reduce trip lengths and encourage use of other, more sustainable means of travel. Annex 4 Parking Standards of the London Plan states that public transport accessibility should be used to assist in determining the appropriate level of car parking provision. Policy STR TRN 1 of the UDP seeks to co-ordinate land use and development with the provision of transport and car parking, so as to minimise the need for car travel; provide good access to premises and safeguard the environment and amenities of residential areas. UDP Policies TRN 23 Car Free Residential Development, TRN 25 Controlled Parking Zones, TRN 26 Car Parking Standards and the related Table TRN 1 provide detailed guidance for new development in respect of parking standards.
- 6.69 The site has a public transport accessibility level [PTAL] of 4. The application proposes 43 car parking spaces of which 8 would be designated disabled car parking bays (18%).
- 6.70 New Cross Road is a major road linking various commercial and retail centres and is well served by a number of bus routes providing direct links to New Cross Gate, New Cross Gate Station and central London. The site is within approximately 10 minutes walking distance of Queens Road Peckham over-ground station and 15 minutes walk from South Bermondsey and New Cross Gate stations.

From New Cross Gate station access is provided to numerous bus services along with frequent train links into central London and the wider area.

- 6.71 The Council's car parking standards allow a maximum provision of 124 spaces for the scheme. The proposed car parking provision is within guidance and is considered acceptable given the high accessibility of the site and proximity to public transport and other facilities. Furthermore, the reduced car parking provision would work towards encouraging alternative means of transport.
- 6.72 The Council's Highway Engineer has requested that the provision of a defined car club parking space with a minimum two year membership for future occupiers of the development are secured to minimise and mitigate against the potential impact of the development on the surrounding streets.
- 6.73 A number of objections have been raised regarding the proposed parking provision and the potential impact on the surrounding area, along with concerns about increased traffic congestion. As described above, the site is located within a suitable location for low car housing, with good public transport and access to local amenities and would comply with council policy objectives to reduce car travel, traffic congestion, greenhouse gas emissions and improve air quality.
- 6.74 The applicant has proposed the inclusion of a car club space within the site and would provide three years membership to the car club scheme for first occupiers of the development. A travel plan is recommended to be required by condition, outlining transport alternatives for the future occupiers of the site and measures to decrease car reliance within the development. The provision of car club spaces within the development would also encourage a reduction in the reliance on private car ownership.
- 6.75 A planning obligation of £5,000 is proposed for wayfinding improvements in the vicinity, in the form of a directional sign at a nearby junction. A planning obligation of £130,000 is also sought towards environmental improvements, which would be spent on cycle and pedestrian route improvements to local open space including North Lewisham Links programme, Route 1 and Bridge House Meadows.
- 6.76 Policy TRN 14 Cycle Parking states a minimum requirement of 1 cycle parking space per dwelling. Policy TRN 15 Provision for Cyclists and Walkers requires that good provision is made for users and visitors to cycle or walk to and from a development, while TRN 16 Developing Pedestrian and Cycle Networks seeks to implement the Strategic Cycle Network and Strategic Walking Routes.
- 6.77 Cycle parking is proposed at the front of the houses and within enclosures integral to the envelope of the flatted blocks. Each house would have provision for two cycle spaces and the flats one space per unit.
- 6.78 A number of local cycle routes, provided on residential roads with a skill level 2 classification, are located within the immediate vicinity of the site. Unfortunately the single point of access into the site does not allow scope to develop/improve means of vehicular access into the site however, visibility into and across the site would be improved through the revised layout of building footprints and the internal access road. Pedestrian and cycle areas would be clearly defined by different surfacing materials.

- 6.79 Refuse and recyclables enclosures would be incorporated into the envelope of the flatted blocks. Bin enclosures would be provided to the front of the houses. Further detail of these enclosures, including design and capacity, is recommended to be provided by condition

Sustainability and Renewable Energy

- 6.80 London Plan policy 4A.1 'Tackling Climate Change' defines the established hierarchy for assessing the sustainability aspects of new development. This policy sets out the 'lean, clean, green' approach to sustainability, which is expanded in London Plan policies 4A.2, 4A.3, 4A.4, 4A.6 and 4A.7. Overall, the set of policies seeks to address climate change through minimising emissions of carbon dioxide.
- 6.81 Policy 4C.8 Sustainable drainage encourages boroughs to seek to ensure that surface water run-off is managed as close to its source as possible. Policy 4A.11 Living Roofs and Walls directs that boroughs should expect major developments to incorporate living roofs and walls where feasible and reflect this principle in DPD policies. Policy 4A.14 states the aim that new development should achieve Greenfield run-off rates. UDP Policy ENV.PRO 15 Sustainable Surface Water Drainage in New Development requires that where appropriate, surface water should be disposed of as close to source as possible, or be attenuated before discharge to a watercourse or surface water sewer.
- 6.82 The Renewable Energy Strategy Report submitted with the application provides calculation of the site base line energy demand of the development, details lean energy savings and reviews opportunities for clean energy reductions and renewable 'green' energy generation in line with the policy requirements of the London Plan.
- 6.83 It is proposed that the building envelope would be designed to work as a climate modifier rather than solely as a means of excluding external climatic conditions. This would be influenced through the built form via the shape, thermal response, insulation, windows and glazing, ventilation strategy and daylighting strategy. These efficiency measures would result in the building exceeding Building Regulations minimum standards.
- 6.84 Communal photovoltaics with individual gas fired condensing boilers are proposed. In addition, solar hot water, ground source heat pumps and air source heat pumps would also be installed on a number of properties.
- 6.85 The Energy Strategy concludes that a 26% reduction in carbon emissions would be achieved through lean measures (Code 4 for Sustainable Homes Standards), high efficiency mechanical ventilation system and renewable energy generation (solar thermal hot water).
- 6.86 The proposed Energy Strategy follows from the monitoring of a large CHP led district heating system in place at another Hyde Housing Association scheme, which in that case has shown that the achieved efficiencies are far lower than the design expectations. It is proposed that the energy usage across this application site is to be monitored to provide actual measured running costs for heating, hot water and electrical usage and comparison of these results across different dwellings with different service installations.

The Council's Energy Officer is supportive of the proposal to test and monitor the different technologies and has recommended appropriate measures be imposed via the S106 Agreement to secure the reporting of results. These results could then be used in assessing energy strategies for other developments within the borough and to ensure that the proposed measures are meeting the targets outlined in the energy strategy.

- 6.87 The proposed renewable energy strategy as outlined in the renewable energy strategy report would meet the objectives of the London Plan and UDP policies to address climate change and would support further research into this technology. Accordingly, this aspect of the development is considered acceptable
- 6.88 With respect to drainage, the application has made reference to the incorporation of sustainable urban drainage measures. However, this detail has not been incorporated on the plans and no detail of the run off rate has been provided. Accordingly, appropriate conditions are recommended to require this additional information to be provided.
- 6.89 Living roofs are proposed to be incorporated into the scheme, which would provide a total of 1200 sqm in area. The living roofs would be planted with mixed species reducing peak run off and improving the quality of water that would be discharged to the sewer. These proposed measures would be in accordance with London Plan Policy 4A.16 and policy ENV.PRO 15 of the UDP which require appropriate measures to conserve water. A condition is recommended to secure these measures.

Land contamination

- 6.90 Lewisham UDP policy ENV.PRO 10 requires that new development assesses the potential contamination of the application site and provides proposed remediation detail. This approach to potentially contaminated land is supported by London Plan policy 4A.33.
- 6.91 The scheme is accompanied by a preliminary geo-technical and geo-environmental study. Further detail is required of the proposed remediation strategy and it is recommended that this is secured by condition, along with the submission and approval of a validation report following completion of remediation.

Flood Risk

- 6.92 London Plan policy 4A.13 requires that new development addresses any defined flood risk of the application site.
- 6.93 The application site is within Flood Risk Zone 3, as defined by the Environment Agency and could be susceptible to flood risk from the Thames. However, this flood risk definition is based on an absence of flood defences on the river and the Flood Risk Assessment submitted with the application suggests that the risk is significantly lower. It is noted that the Environment Agency have not stated an objection to the application or this Flood Risk Assessment. To address the flood risk, a finished floor level of 300mm above the existing site level is proposed. Accordingly, a condition in this respect is recommended.

Other matters – Section 106 Agreement

- 6.94 Circular 05/05 states that in dealing with planning applications, local planning authorities should 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.
- 6.95 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
- 6.96 These tests reflect those in Circular 05/05 although three of the tests have been merged and these three tests are now statutory rather than guidance as was previously the case. London Plan policies 6A.4 and 6A.5 also set out the approach to planning obligations which should reflect strategic and local needs and that it will be a material consideration whether a development makes appropriate provision for, or contribution towards requirements that are made necessary by and are related to, the proposed development. Negotiations should seek a contribution towards the full cost of all such provision that is fairly and reasonably related in scale and in kind to the proposed development and its impact on the wider area. This is reflected at the local level by policy IRM 3 within the UDP.
- 6.97 A Section 106 agreement is proposed to secure the benefits of the scheme and mitigate against any potentially detrimental impacts. The draft heads of terms submitted with the application was poor however Council Officers have negotiated a series of contributions to be included within a Section 106 in order to mitigate against adverse impacts. These are set out below.
- 6.98 Affordable Housing – as defined in the application documents, 25 houses and 12 flats would be transferred to a Registered Provider as affordable housing, on the basis of a tenure split of 70:30 on a habitable room basis. For the avoidance of doubt, in this case the legal agreement would be structured without the inclusion of a cascade clause, as the recommended approval and accompanying set of planning obligations have been structured on the basis of securing a notable affordable housing contribution.
- 6.99 A contribution of £5,000 towards wayfinding improvements in the area is to be paid at commencement of development. Given that the relatively low level of car parking provision presumes a greater reliance on people walking and cycling, it is considered that such a contribution may be put towards improvements to cater for increased walking and cycling trips through the Kender area.

- 6.100 A contribution of £130,000 is sought for the upgrade and provision of cycle and pedestrian routes in the area, particularly to improve links to local open space and for the enhancement of local open space and no units are to be occupied until the developer has paid this contribution. Given the lack of parking presumes a greater reliance on people walking and cycling, it is considered that such a contribution may be put towards improvements to cater for increased walking and cycling trips through the Kender area including Route 1 of the North Lewisham Links programme and better access to Bridge House Meadows.
- 6.101 A contribution of £260,000 is sought for education. New residential development places a demand on existing facilities and services therefore a contribution is required towards the provision, enlargement or improvement of existing educational facilities and services in the Borough. The proposed amount is considered adequate.
- 6.102 A contribution of £14,000 is sought for community facilities. New residential development places a demand on existing facilities and services therefore a contribution is required towards the provision, enlargement or improvement of existing community facilities and services in the Borough. The proposed amount is considered adequate.
- 6.103 Children's playspace equipment would be provided on the site to a minimum value of £20,000 to be submitted to and approved by the Local Planning Authority.
- 6.104 A Lewisham Local Labour and Employment Training contribution of £21,000 is sought and should be paid upon commencement of works. The Lewisham Local Labour Scheme is a local initiative that helps local businesses and residents access the opportunities generated by development activity in Lewisham.
- 6.105 It is intended that the development would achieve carbon emissions reduction of 26% over Part L of the Building Regulations which would include the provision of measures to achieve 20% of on-site renewable energy. A strategy should be submitted to and approved by the Local Planning Authority detailing (1) a revised energy strategy, (2) monitoring of the proposed energy strategy measures, (3) provisions for reporting of the monitoring results and (4) approval and implementation of alternative energy strategy elements should the implemented strategy fail to yield estimated results.
- 6.106 The Section 106 would require provision of a car club car parking space on the site (including markings and signage), in a location to be agreed with the Local Planning Authority and implemented prior to first occupation of the development. Payment of three years membership to the relevant car club for the occupiers of each unit of the development (up to two memberships per unit) would be included. Payment of reasonable publicity costs to encourage uptake of car club membership and use within the development and surrounding local area would be required.
- 6.107 The Section 106 agreement would also secure that the units are constructed to Lifetime Homes Standard.
- 6.108 The Section 106 agreement would also secure provision for wheelchair housing, in that 8 of the units would be designed so as to be easily adaptable to accord with the required SELHP (August 2009) standard. Of the 8 easily adaptable units, the social rented wheelchair units are to be fully fitted out for wheelchair occupiers.

- 6.109 Payment of the Council's professional, legal and monitoring fees, associated with the drafting, negotiating, finalising and monitoring the agreement, on signing of the legal agreement.
- 6.110 Officers consider that the obligations and financial contributions set out above are appropriate in order to mitigate the impacts of the proposals in order that they comply with policy and be 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 Consultations

- 7.1 The letters of objection raised a number of issues. These have been discussed in the relevant sections throughout the report.

8.0 Conclusion

Following the relocation of health services from the site, the proposed residential redevelopment of the final remaining part of the former Wardalls Grove Hospital site would reflect the Council's Development Plan allocation for the site and is considered to be acceptable in principle. The proposed development is considered to successfully respond to the fixed site constraints of the adjacent grade 2 listed terrace and sewer easement running diagonally through the site. The resulting layout utilises the easement to form a central access road through the site.

Development sited either side of the access would see this central area become a focus of the development. Further, the mix of design form, through the use of varying building heights and a mix of flatted blocks and terrace housing would result in a high quality residential environment of a distinctive and unique character. The adjacent listed terrace requires that any development incorporates consideration to ensure that the scheme would not cause detriment to the character or appearance of the setting of the terrace.

The design approach of the proposal is considered to have sympathetically addressed this relationship through separation from the boundary and limited building heights in sensitive areas of the site. Accordingly, it is considered that the proposal would not result in detriment to the character or appearance of the setting of the listed terrace.

The proposed development would provide suitable living conditions for future occupiers and it is not considered that it would result in unacceptable detriment to the amenity of neighbouring properties.

While limited car parking would be provided within the development, the site is considered to be suitable for low car housing, given the access to public transport and local services. To encourage sustainable transport modes, a car club space would be provided on the site, and membership would be funded for future occupiers.

A range of Section 106 planning obligations have been negotiated with the Applicant to ensure that the proposal would mitigate external impacts that could not be addressed on the site.

Accordingly, the application is recommended for approval.

9.0 Summary of Reasons for Grant of Planning Permission

- 9.1 The local planning authority has considered the particular circumstances of the application against relevant planning policy set out in the London Plan (February 2008) Consolidated with Alterations Since 2004 and saved policies in the Council's adopted Unitary Development Plan (July 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 Government Planning Policy Guidance and Statements, and other material considerations including comments received in response to third party consultation and the conditions to be imposed on the permission. The local planning authority considers that:-
- 9.2 The proposal satisfies the Council's land use and environmental criteria, and is acceptable in principle, being in accordance with Policies URB 3 Urban Design, URB 4 Designing out Crime, URB 12 Landscape and Development, URB13 Trees, ENV.PRO 10 Contaminated Land, ENV.PRO 11 Noise Generating Development, ENV PRO 15 Sustainable Surface Water Drainage in New Development, ENV.PRO 17 Management of Water, ENV.PRO 19 Energy Efficiency, ENV.PRO 20 Renewable Energy, HSG 4 Residential Amenity, TRN 1 Location of Development, TRN 2 Travel Impact Statements, TRN 3 Developer Contributions, TRN 14 Cycle Parking, TRN 26 Car Parking Standards, HSG 14 Provision of Affordable Housing, HSG 15 Creating Viable and Balanced Communities, HSG 5 Layout and Design of New Residential Development, HSG 7 Gardens and
- 9.3 It is considered that the proposal is appropriate in terms of its form and design and would not result in material harm to the appearance or character of the surrounding area, or the amenities of neighbouring occupiers. The proposal is thereby in accordance with Policies URB 3 Urban Design, URB 4 Designing out Crime; URB 12 Landscape and Development, URB 18 Listed Buildings, ENV.PRO 11 Noise Generating Development and HSG 4 Residential Amenity in the adopted Unitary Development Plan (July 2004).

10.0 RECOMMENDATIONS

10.1 RECOMMENDATION (A)

Authorise the Head of Law to negotiate a Section 106 Agreement in respect of the items set out below:-

- (a) Provision of on-site affordable housing
- (b) Wayfinding improvements contribution of £5,000
- (c) Environmental improvements contribution (including cycle facilities, pedestrian routes and open space improvements) of £130,000
- (d) Education contribution of £260,000
- (e) Community facilities contribution of £14,000
- (f) In-kind childrens playspace provision on-site to a value of £20,000
- (g) Local labour and employment and training contribution of £21,000

- (h) Confirmation and delivery of sustainability and renewable energy measures, including energy strategy and monitoring;
- (i) Provision of a car club and any associated pump priming, markings and signs and 3 years membership for occupiers of the development;
- (j) The development would achieve Lifetime Homes Standard;
- (k) Eight dwellings to be easily accessible or adaptable to SELHP wheelchair standard;
- (l) The developer meeting the Council's legal and professional costs associated with negotiating, drafting, finalising and monitoring the Section 106 Agreement.

10.2 **RECOMMENDATION (B)**

Upon completion of a satisfactory Section 106 Agreement, authorise the Head of Planning to **GRANT PERMISSION** subject to the following conditions:-

- (1) The development permitted shall be begun before the expiration of three years from the date of this permission.
- (2) **BO1- Facing materials**
No development shall commence on site until details of all facing materials, windows and exterior doors to be used on the buildings have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details, unless the local planning authority agrees in writing to any variation
- (3) Details indicating the positions, appearance, design, materials and type of boundary treatment to be erected on the site shall be submitted to and approved in writing to the Local Planning Authority prior to the first occupation of the residential units hereby approved. The development shall be carried out only in accordance with the approved details, which shall be completed before the residential units are first occupied and permanently retained thereafter.
- (4) Notwithstanding information shown on the submitted drawings no development shall commence until detailed drawings and sections of the buildings at a scale of not less than 1:20 have been submitted to and approved in writing by the local planning authority
- (5) **L01 Planting Paving Walls**
No development shall commence on site until drawings showing the use of any part of the site not occupied by buildings and the treatment thereof (including planting, hard surfacing, defensible space and external lighting) have been submitted to and approved in writing by the local planning authority and all works which form part of the scheme shall be completed in the first planting season following the completion of the development, unless the local planning authority has given written consent to any variation. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species, unless the local planning authority has given written consent to any variation.

- (6) L08 – Tree Protection During Works
- (7) Development shall not commence until a detailed scheme for ecological enhancement and mitigation (to include living roofs, living walls, bird boxes, habitat enhancements and the specifications, including sections to a scale of 1:20 where necessary, of all such measures and installations) has been submitted to and approved in writing by the local planning authority and no part of the development shall be occupied until the approved scheme has been implemented in full.
- (8) The dwellings shall achieve Level 4 of the Code for Sustainable Homes. No dwelling shall be occupied until a final Code Certificate has been issued for it certifying that Code Level 4 has been achieved.
- (9) Prior to the commencement of the development, other than the site remediation, details shall be submitted to and approved by the Local Planning Authority of mitigation works to protect sensitive rooms from external noise. The assessment shall be carried out by a suitably qualified acoustic consultant, and should be guided by the advice in PPG24 and comply with the standards given in the current BS8233 for internal noise design levels. The works, as approved, shall be completed before occupation and thereafter permanently retained.
- (10) Prior to the commencement of the development, other than the site remediation, details shall be submitted to and approved by the Local Planning Authority, for mitigation works to control the noise emitted from fixed plant on the site. The criteria to be met and the assessment method shall be made in accordance to BS4142:1997. The works, as approved, shall be completed before occupation and thereafter permanently retained.
- (11) Prior to commencement of development, details shall be submitted to and approved in writing by the Local Planning Authority of a scheme of air quality mitigation for the ground floor units within facades D and G (as identified on the plans hereby approved). Development shall proceed in accordance with the approved details and any specific measures shall be implemented prior to first occupation of the relevant units and be retained thereafter.
- (12) Prior to commencement of development, layout plans at a scale of no less than 1:20 and supporting information detailing the specific measures for wheelchair housing within the development shall be submitted to and approved in writing by the Local Planning Authority. The measures as approved shall be implemented in full, prior to first occupation of the each relevant unit.
- (13) No development shall commence on site (including site clearance) until such time as Construction Environmental Management Plan has been submitted to and approved in writing by the local planning authority, which shall be required to cover the following items:-
 - (a) Dust mitigation measures.
 - (b) The location of plant and wheel washing facilities and operation of such facilities.

- (c) Details of measures to be employed to mitigate against noise and vibration arising out of the construction process, demonstrating best practical means.
 - (d) Construction traffic details (volume of vehicle movement likely to be generated during the construction phase, including routes and times).
 - (e) Security Management (to minimise risks to unauthorised personnel).
 - (f) Training of Site Operatives to follow the Environmental Management Plan requirements.
 - (g) The parking of vehicles of site operatives and visitors loading and unloading of plant and materials
 - (h) a scheme for recycling/disposing of waste resulting from demolition and construction works
- (14) Notwithstanding the provisions of Classes A, B, C, D, E, F and G of Part 1 of Schedule 2 to the Town and Country Planning (General Permitted Development) Order 1995 as amended by the Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008, or any subsequent Order revoking and re-enacting the provisions of that Order with or without modification, no development within the curtilage of a dwelling house other than that which forms part of the overall development hereby approved shall be carried out without the prior permission of the Local Planning Authority, obtained through the submission of a planning application
- (15) C10 Site Contamination - No development shall take place until each of the following has occurred:
- (i) a site investigation has been carried out to survey and assess the extent of potential contamination and its effect (whether on or off site);
 - (ii) a report comprising the results of that site investigation and recommendations for treatment of any contamination (whether by remedial works or not) has been submitted to and approved in writing by the Council; and
 - (iii) all measures or treatments identified in that report as being necessary or desirable for the remediation of the site have been implemented in full.
- (b) If during any works at the site (whether pursuant to paragraph (a) of this condition ["paragraph a,,"] or implementation of this planning permission generally) contamination is encountered which has not previously been identified ("the new contamination,,"), then paragraph (a) shall apply to the new contamination and no further development shall take place until the requirements of paragraph (a) have been complied with in relation to the new contamination.
- (16) The development shall not be occupied until a closure report has been submitted to and approved in writing by the Council. The closure report shall include details both of the remediation (including waste materials removed from the site, an audit trail demonstrating that all imported or re-used soil material conforms to current soil quality requirements as approved by the Council) and any post-remediation sampling that has been carried out.

- (17) A minimum of 124 secure and dry cycle parking spaces shall be provided within the development as indicated on the plans hereby approved. The full details shall be submitted to and approved in writing by the local planning authority prior to commencement of development. No part of the building shall be used until the cycle parking spaces have been provided and made available for use. Thereafter such spaces shall be retained and used only as cycle parking.
- (18) Notwithstanding the detail shown on the plans hereby approved, prior to the commencement of development, detailed layout of the proposed car parking area, including provision of wheelchair user spaces and a car club space in accordance with the Council's standards shall be submitted to and approved in writing by the Local Planning Authority unless otherwise agreed in writing by the Local Planning Authority. Development shall proceed in accordance with the approved details and the designated spaces shall be retained thereafter for the occupiers of the development.
- (19) Details of the proposed living roofs (1200sqm) shall be submitted to and approved in writing by the local planning authority prior to any superstructure works commencing on site.
- (i) The living roofs shall be:-
- (a) biodiversity based with extensive substrate base (depth 80-150mm);
 - (b) laid out in accordance with the approved plans; and
 - (c) planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works.
 - (d) Evidence that the roof has been installed in accordance with sub-points (a) to (c) above shall be submitted to and approved in writing by the local planning authority prior to any part of the building coming into use.
- (ii) The living roof 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 therefrom shall take place without the prior written consent of the local planning authority.
- (20) Prior to the commencement of development, a detailed drainage strategy for the site shall be submitted to and approved by the local authority prior to development taking place. The strategy shall provide details of how SUDS will be used throughout the site in order to reduce the surface water runoff to greenfield rates of 8l/s/ha. The drainage strategy shall be implemented in full prior to the first occupation of the development.

- (21) Prior to commencement of development, detail of the finished ground floor level, which shall be a minimum of 300mm above the existing site level, shall be submitted to and approved in writing by the Local Planning Authority. Development shall proceed in accordance with these approved details.
- (22) The residential units hereby approved shall be constructed to comply with Lifetime Homes Standards.
- (23) Prior to commencement of development, details of the green wall to be provided in the north east corner of the site, including maintenance arrangements, shall be submitted to and approved in writing by the Local Planning Authority. The green wall shall be implemented prior to first occupation of the development and retained as such thereafter.
- (24) Prior to the first occupation of the development hereby approved, a travel plan shall be submitted to and approved in writing by the Local Planning Authority.
- (25) Prior to commencement of development, details of refuse and recycling storage facilities within the development and collection arrangements shall be submitted to and approved in writing by the Local Planning Authority. Development shall proceed in accordance with the approved details, and the storage facilities shall be made available prior to first occupation of the development.
- (26) Prior to the commencement of development, details of Crime Prevention measures to be incorporated into the development shall be submitted to and approved in writing by the Local Planning Authority.
- (27) L10 Retention of Amenity Space
- (28) H11 New Streets - Standard Spec
- (29) C11 Construction Hours
- (30) The new windows to be installed in the flank wall (southern elevation) of block E, where it adjoins the shared property boundary with nos. 39 and 41 New Cross Road, shall be fitted and maintained permanently with obscured glazing unless otherwise agreed in writing by the Local Planning Authority.

Reasons

- (1) In order to comply with the provisions of the Town and Country Planning Act 1990 (as amended).
- (2) To ensure that the local planning authority may be satisfied as to the external appearance of the buildings and to comply with Policy URB 3 Urban Design in the adopted Unitary Development Plan (July 2004).
- (3) To protect the appearance of the area and the amenity of surrounding properties in accordance with Policy URB 3 Urban Design in the adopted Unitary Development Plan (July 2004)

- (4) To ensure that the local planning authority may be satisfied as to the external appearance of the buildings and to comply with Policy URB 3 Urban Design in the adopted Unitary Development Plan (July 2004).
- (5) In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Policies URB 3 Urban Design, URB 12 Landscape and Development, URB 13 Trees and HSG 5 Layout and Design of Development in the adopted Unitary Development Plan (July 2004).
- (6) To safeguard the health and safety of trees during building operations and the visual amenities of the area generally and to comply with Policies URB 3 Urban Design, URB 12 Landscape and Development and URB 13 Trees in the adopted Unitary Development Plan (July 2004).
- (7) In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Policies URB 3 Urban Design, URB 12 Landscape and Development and URB 13 Trees in the adopted Unitary Development Plan (July 2004).
- (8) In the interests of sustainability and energy efficiency, in accordance with policy ENV PRO 19 Energy Efficiency, ENV PRO 20 Renewable Energy and Policy HSG 5 Layout and Design of New Residential Development in the adopted Unitary Development Plan (July 2004).
- (9) In the interests of the living conditions and the amenities of future occupiers and to comply with Policies ENV.PRO 11 Noise Generating Development and HSG 4 Residential Amenity in the adopted Unitary Development Plan
- (10) To safeguard the living amenities of future occupiers and neighbouring premises and to comply with Policies ENV.PRO 11 Noise Generating Development and HSG 4 Residential Amenity in the adopted Unitary Development Plan
- (11) To safeguard the amenities and health of future occupiers and to comply 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
- (12) In order to provide adequate access for everyone, particularly people with disabilities and to comply with Policies HSG 5 Layout and Design of New Residential Development.
- (13) In order that the local planning authority may be satisfied that the demolition and construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply with Policies ENV.PRO 9 Potentially Polluting Uses and HSG 4 Residential Amenity in the adopted Unitary Development Plan (July 2004)
- (14) To prevent the overdevelopment of the site and to safeguard the living conditions of adjoining properties and visual appearance of the buildings, in accordance with policies HSG 4 Residential Amenity, HSG 5 Layout and

Design of Residential Development, URB 12 Landscape and Development in the adopted Unitary Development Plan (July 2004).

- (15) C10R Site Contamination.
- (16) C10R Site Contamination.
- (17) In order to ensure adequate provision for cycle parking and to comply with Policies TRN 14 Cycle Parking and TRN 15 Provision for Cyclists and Walkers in the adopted Unitary Development Plan (July 2004).
- (18) In order that the local planning authority may be satisfied that the parking spaces to be provided would be retained for use of the occupants of the site and not other users such as rail commuters and to comply with Policy TRN 26 Car Parking Standards in the adopted Unitary Development Plan (July 2004).
- (19) In the interests of sustainability and to comply with Policy ENV PRO 15 Sustainable Drainage and ENV PRO 17 Management of Water in the adopted Unitary Development Plan (July 2004).
- (20) In the interests of sustainability and mitigation of flood risk and to comply with Policy ENV PRO 15 Sustainable Drainage and ENV PRO 17 Management of Water in the adopted Unitary Development Plan (July 2004).
- (21) In the interests of flood mitigation and to comply with Policy ENV PRO 15 Sustainable Drainage and ENV PRO 17 Management of Water in the adopted Unitary Development Plan (July 2004).
- (22) To ensure that the housing units provide for the changing needs of the future occupiers in accordance with policies HSG 5 Layout and Design of New Residential Development and HSG 17 Sustainable Living Areas in the adopted Unitary Development Plan (July 2004).
- (23) In order that the local planning authority may be satisfied as to the details of the proposal and to comply with Policies URB 3 Urban Design, URB 12 Landscape and Development, URB 13 Trees and HSG 5 Layout and Design of Development in the adopted Unitary Development Plan (July 2004).
- (24) In the interests of sustainable transport, in accordance with policy TRN 14 Cycle Parking, TRN 15 Provision for Cyclists and Walkers and TRN 26 Car Parking Standards in the adopted Unitary Development Plan (July 2004).
- (25) In the interests of the living conditions of future occupiers, in accordance with policies HSG 5 Layout and Design of New Residential Development and HSG 17 Sustainable Living Areas in the adopted Unitary Development Plan (July 2004).
- (26) To ensure the development provides a safe and secure environment for future occupiers in accordance with policy URB 4 in the adopted Unitary Development Plan (July 2004).
- (27) L10 R
- (28) H11R

(29) C11 R

(30) B05R

Informatives

- (1) Construction Sites Code of Practice or any other such codes applicable at the time of construction.
- (2) Drainage Also add The drainage strategy should include micro drainage calculations that illustrate pre- and post-development runoff rates. For the purpose of these calculations and scheme, the 1 in 100 year critical storm +30% climate change figures should be used. The associated drainage diagram should include details of sustainable attenuation used, the position of any hydrobrake and the associated discharge points and rates.
- (3) Refuse Storage and Collection
- (4) The assessment of the sound insulation scheme should be carried out by a suitably qualified acoustic consultant and should be guided by the advice in PPG 24 and comply with the standards given in the current BS8233 for internal noise design levels and BS6472 qualified for evaluation of human exposure to vibration in buildings.
- (5) The applicant should be informed that if Planning Consent is granted 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.