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| Committee | PLANNING COMMITTEE C | |
| Report Title | The Curve, Chudleigh Road, SE4 1HD | |
| Ward | Ladywell | |
| Contributors | Jesenka Ozdalga | |
| Class | PART 1 | 18 February 2021 |

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|--------------------------|--|
| <u>Reg. Nos.</u> | DC/20/117809 |
| <u>Application dated</u> | 4 August 2020 |
| <u>Applicant</u> | Architects Plus (on behalf of Applicant) |
| <u>Proposal</u> | The construction of an additional storey at The Curve Building, Chudleigh Road SE4 to provide 3, one bedroom self-contained flats, together with the provision of 6 additional cycle spaces. |
| <u>Background Papers</u> | (1) Core Strategy (June 2011) (2) Development Management Local Plan (November 2014) (3) London Plan (March 2016) |
| <u>Designation</u> | PTAL 3; Flood Risk Zone 2 and 3; Air Quality |
| <u>Screening</u> | LDD Monitoring |

1 SUMMARY

- 1 This report sets out Officer's recommendation for the above proposal. The case has been brought before Members for a decision as the recommendation is to approve and there are more than ten valid planning objections. In accordance with the Council's SCI (Statement of Community Involvement), a local meeting was held on 21 January 2021.

2 SITE AND CONTEXT

Site description and current use

- 2 The application relates to a three storey block of flats located on the eastern corner of Chudleigh Road and Bexhill Road. Bexhill Road slopes to the south, down towards the railway underpass.

Figure 1: Site location plan



Heritage/archaeology

- 3 The site is not located within a Conservation Area, is not subject to an Article 4 direction, nor is it a listed building or in the vicinity of any.

Surrounding area

- 4 Chudleigh Road is a traditional residential road with predominantly two storey semi-detached or terraced dwellings.
- 5 The application property is in Flood Risk Zone 2 and 3. As the site is in existing residential use it is not considered to have a risk of ground contamination.

Transport

- 6 The application site has a PTAL of 3, however it is located on a bus route and in proximity of Crofton Park and Ladywell local centres, which makes this a sustainable location in terms of transport links and local amenities. There are six on-site parking spaces.

3 RELEVANT PLANNING HISTORY

- 7 **DC/19/115138** - The construction of an additional storey at The Curve Building, Chudleigh Road SE4 to provide 2, one bedroom and 1, two bedroom self-contained flats, together with the provision of 6 additional cycle spaces. **Refused by reason of:**

- The proposed additional storey would, by virtue of its scale, massing and design be an incongruous and unsympathetic addition to the host building resulting in material harm to the character and appearance of the host building and the wider area.

- The proposed amenity space for the new flats in the form of balconies to the front elevation of the existing building would result in an increased overlooking and loss of privacy on the amenities of the neighbouring properties.
- In the absence of detailed information including a parking survey, the proposal fails to demonstrate its car-free layout would not result in unacceptable overspill parking on surrounding streets.
- The proposal fails to provide an acceptable location for the additional cycle and bin storage as set out on Drawing No. 19890 PL02, as the bin storage would not be easily accessible for collection and they would cumulatively reduce existing limited amenity space area.

8 **DC/03/055290** - The demolition of the existing builder's premises at 159a Chudleigh Road SE4 and the construction of a three storey block comprising 3 one bedroom and 8 two bedroom, self-contained flats, together with associated landscaping and the provision of covered bicycle racks, a refuse store and 6 car parking spaces with access onto Bexhill Road. **Granted and implemented.**

4 CURRENT PLANNING APPLICATION

4.1 THE PROPOSAL

9 The proposal seeks permission for a construction of an additional storey to provide three new self-contained residential units. The proposed units would sit upon the top floor of the existing building and would be set back from the front, rear and side elevations.

10 The proposed materials for the additional storey are grey aluminium cladding and aluminium windows.

11 During the application period, the proposal was amended in response to Officer advice, to include: addition of two balconies to the rear; daylight/sunlight assessment; changes to site layout to reflect existing and proposed situation on the site more accurately; and to address other inconsistencies in the application (Design and Access statement and Parking Survey). Following these amendments, the application was re-consulted in November 2020 (see Consultation section, below).

4.2 COMPARISON WITH REFUSED SCHEME

12 The current proposal differs from previously refused scheme to include set back from all elevations of the existing building, amenity space in form of balconies is proposed to the rear of the existing building, fenestration patterns are better aligned and complementary to the patterns of the elevations below. Amendments were also made to accurately demonstrate existing ground floor car park and cycle park arrangements and Parking Survey and Daylight/Sunlight assessment were provided with the current application.

5 CONSULTATION

5.1 APPLICATION PUBLICITY

13 Due to Covid-19 pandemic and Council's arrangements in terms of printing and posting, initial site notice sent from the Council was not received by the applicant. Therefore, site notice was displayed on 20 January 2021, prior to the local meeting and committee meeting and evidence of display was provided.

- 14 Consultation letters were initially sent to local residents on 18 August 2020 and consultation email was sent to relevant ward councillors on the same date.
- 15 Ten responses from local residents were received objecting the proposal.
- 16 One letter of objection was received from Ladywell Society.
- 17 No letters of support were received.
- 18 Following amendments, residents that have submitted comments on the initial proposal were sent letters for re-consultation on 25 November 2020.

5.1.1 Comments in objection

| Comment | Para where addressed |
|--|---|
| <i>Urban design</i> | |
| The proposed design is considered overdominant and not to be in keeping with the surrounding area. | [paras 78, 79, 80, 81, 82 and 83] |
| <i>Highways and servicing</i> | |
| Cycle, refuse storage and car park issues. | [paras 91, 94 and 99] |
| <i>Impact on living conditions of neighbours</i> | |
| Noise and disturbance from construction works. | [paras 127 and 128] |
| The design of new layouts to have living room above existing bedroom below. | [para 127] |
| Loss of privacy and overlooking. | [paras 113, 114, 115 and 116] |
| Loss of daylight/sunlight. | [paras 121 and 122] |
| <i>Other matters</i> | |
| Structural impact on the existing block. | Structural impact is usually not a material planning consideration and Officers do not consider it to be one in this case. Structural matters are controlled by Building Regulations. |
| Whether existing servicing capacities of sewerage system would be sufficient for additional flats. | Servicing capacities are not a material planning consideration. It is a building control matter. |

5.2 LOCAL MEETING

- 19 Due to the number of submissions received, a virtual Local Meeting was held on Thursday 21 January 2021. The meeting was chaired by Councillor Handley and attended by 11 people. A record of the Local Meeting is contained in Appendix A of this report.

5.3 INTERNAL CONSULTATION

- 20 The following internal consultees were notified on 18 August 2020 and on 25 November 2020.

21 **Highways officers** raised no objections subject to conditions requiring more details on bin and cycle storage. See sections 7.4.3 and 7.4.4 for further details.

5.4 EXTERNAL CONSULTATION

22 No external consultation was undertaken for this application.

6 POLICY CONTEXT

6.1 LEGISLATION

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

6.2 MATERIAL CONSIDERATIONS

24 A material consideration is anything that, if taken into account, creates the real possibility that a decision-maker would reach a different conclusion to that which they would reach if they did not take it into account.

25 Whether or not a consideration is a relevant material consideration is a question of law for the courts. Decision-makers are under a duty to have regard to all applicable policy as a material consideration.

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

6.3 NATIONAL POLICY & GUIDANCE

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

6.4 DEVELOPMENT PLAN

27 The Development Plan comprises:

- London Plan Consolidated With Alterations Since 2011 (March 2016) (LPP)
- Core Strategy (June 2011) (CSP)
- Development Management Local Plan (November 2014) (DMP)
- Site Allocations Local Plan (June 2013) (SALP)
- Lewisham Town Centre Local Plan (February 2014) (LTCP)

6.5 SUPPLEMENTARY PLANNING GUIDANCE

28 Lewisham SPG/SPD:

- Alterations and Extensions Supplementary Planning Document (April 2019)

6.6 OTHER MATERIAL DOCUMENTS

29 Publication London Plan (December 2020): On 29th January 2021, the Secretary of State wrote to the Mayor of London confirming all necessary directed modifications to the Intent to Publish London Plan (December 2020) had been conformed with, and confirmed the new London Plan could now be published. The Publication London Plan (December) is now a material consideration with very substantial weight when determining planning applications.

7 PLANNING CONSIDERATIONS

30 The main issues are:

- Principle of Development
- Housing
- Urban Design
- Transport
- Impact on living conditions of neighbours

7.1 PRINCIPLE OF DEVELOPMENT

General policy

31 The National Planning Policy Framework (NPPF) at Paragraph 11, states that there is a presumption in favour of sustainable development and that proposals should be approved without delay so long as they accord with the development plan.

32 Lewisham is defined as an Inner London borough in the London Plan. LPP 2.9 sets out the Mayor of London's vision for Inner London. This includes among other things sustaining and enhancing its recent economic and demographic growth; supporting and sustaining existing and new communities; addressing its unique concentrations of deprivation; ensuring the availability of appropriate workspaces for the area's changing economy; and improving quality of life and health.

33 The Development Plan is generally supportive of extensions and alterations to the existing buildings to provide more homes, subject to details.

Policy

34 The current London Plan sets an annual target of 1,385 new homes until 2025. The Publication London Plan at PLPP H1 and table 4.1 identifies a total ten year housing target for net housing completions (2019/20 – 2028/29) of 16,670 for Lewisham, equating to an annual target of 1,667. To help achieve this target, a strategic priority of the PLP is to increase the rate of housing delivery from small sites. PLPP H2 and table 4.2 sets a ten year minimum target of 3,790 homes on small sites for Lewisham. H2 states Boroughs should pro-actively support well-designed new homes on small sites (below 0.25ha). In doing so, Boroughs should recognise that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites.

35 Lewisham Core Strategy Spatial Policy 1 ‘Lewisham Spatial Strategy’ that links to Core Strategy Objective 2 ‘Housing Provision and Distribution’ supports the delivery of new housing to meet local need. Housing is therefore a priority use for the borough

Discussion

36 The site is less than 0.25ha and lies within the established urban area and in proximity to the local centres with good public transport accessibility. It therefore meets the criteria in PLPP H1 and H2 for optimising the potential for housing delivery. The principle of high density residential development in this location is considered acceptable. The proposal will optimise the potential of the site to accommodate development of three additional homes within a sustainable and accessible location.

37 Government’s recent addition to Part 20 of the GPDO introduced permitted development rights for upward extensions subject to a prior approval. Lewisham Council has not received such application and therefore no fallback position has been established yet. However legislative changes in respect of this type of development are considered relevant when considering acceptability of the principle of the development.

7.1.1 Principle of development conclusions

38 Officers consider that this development would make efficient use the land, in accordance with the PLP, and provide additional residential accommodation in a sustainable location which would make a modest contribution to Lewisham’s housing targets. Therefore, the principle of the development is acceptable.

7.2 HOUSING

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

7.2.1 Contribution to housing supply

Policy

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

41 The NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development. The NPPF sets out the need to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

42 The NPPF encourages the efficient use of land subject to several criteria set out in para 122. Para 123 applies where there is an existing or anticipated shortage of land for meeting identified housing needs and strongly encourages the optimal use of the potential of each site.

Discussion

43 The proposal seeks to deliver three new one-bedroom, two-person units in a highly sustainable location. The proposed mix of units is as following:

| Type of units provided | Number of units provided | Proposed GIA | Proposed amenity space area |
|-----------------------------------|--------------------------|--------------|-----------------------------|
| Flat 12 - 1bedroom /2 person flat | 1 | 50 m2 | 5 m2 |

| | | | |
|-----------------------------------|---|-------|------|
| Flat 13 - 1bedroom /2 person flat | 1 | 57 m2 | 5 m2 |
| Flat 14 - 1bedroom/2 person flat | 1 | 53 m2 | 5 m2 |

Summary

- 44 The proposal would use the land efficiently and optimise density, making a modest contribution to Lewisham's housing targets. This is a planning merit to which great weight is given.

7.2.2 Residential Quality

General Policy

- 45 NPPF para 127 sets an expectation that new development will be designed to create places that amongst other things have a 'high standard' of amenity for existing and future users. This is reflected in relevant policies of the London Plan (LPP 3.5 and PLPP D6), the Core Strategy (CS P15), the Local Plan (DMP 32) and associated guidance (Housing SPD 2017, GLA).

- 46 The main components of residential quality in this case are: (i) space standards; (ii) outlook and privacy; (iii) overheating; (iv) daylight and sunlight and (v) external space standards.

Internal space standards

- 47 LPP 3.5 seeks to achieve housing development with the highest quality internally and externally in relation to their context. Minimum space standards are set out in Table 3.3 of the London Plan (PLPP D6 and table 3.1 of the PLP).

Discussion

- 48 An assessment of the proposal against required space standards is considered below. Numbers are taken from the submitted drawings and largely comply with officer's measurement.

| Unit Type | Measurement | Value | Required | Compliance |
|------------------|----------------------|--------------|-----------------------|-------------------|
| Flat 12 -1b/2p | Unit Size | 50 m2 | 50 m2 | Y |
| | Floor-Ceiling Height | 2.38m | 2.3m for at least 75% | Y |
| | Bedroom 1 | 14.5m2 | At least 11.5m2 | Y |
| Flat 13 1b/2p | Unit Size | 57 m2 | 50 m2 | Y |
| | Floor-Ceiling Height | 2.38m | 2.3m for at least 75% | Y |
| | Bedroom 1 | 12.5m2 | At least 11.5m2 | Y |
| Flat 14 1b/2p | Unit Size | 53m2 | 50m2 | Y |
| | Floor-Ceiling Height | 2.38m | 2.3m for at least 75% | Y |
| | Bedroom 1 | 12.2m2 | 11.5m2 | Y |

Outlook and privacy

- 49 All units would have dual aspect, are of appropriate layout with good levels of outlook and privacy.

Overheating

Policy

50 LPP 5.9 states that proposals should reduce potential overheating beyond Part L 2013 of the Building Regulations reduce and reliance on air conditioning systems and demonstrate this in accordance with the Mayor's cooling hierarchy. PLPP D6 and PLPP SI4 echo this.

51 DMP 22 reflects regional policy.

Discussion

52 Officers note that the new flats would have dual aspect, facing northwest and southeast. The ratio of solid/glazed areas of the proposed additional storey is considered acceptable and not to result in increased overheating in new units.

Summary

53 It is considered that the proposal would meet this objective.

Daylight and sunlight

Policy

54 PLPP D6(D) states the design of development should provide sufficient daylight and sunlight to new housing that is appropriate for its context.

55 DMP 32(1)(b) expects new developments to provide a 'satisfactory level' of privacy, outlook and natural lighting for its future residents.

56 Daylight and sunlight is generally measured against the Building Research Establishment (BRE) standards. This is not formal planning guidance and should be applied flexibly according to context. The BRE standards set out below are not a mandatory planning threshold.

57 In new dwellings, the BRE minimum recommended average daylight factor (ADF) is 1 % for bedrooms, 1.5% for living rooms and 2 % for kitchens.

Discussion

58 The proposed units are located on the top of the existing building and all of them have dual aspect. Proposed windows are of good size and as such, the proposed units are considered to receive sufficient levels of daylight and sunlight.

Summary

59 It is considered that the proposal would meet with the policy above.

Noise, Vibration & Disturbance

Policy

60 Part E of the Building Regulations controls noise transmission between the same uses and is usually outside the scope of Planning.

61 Planning controls the effect of noise from external sources on residential uses and noise transmission between different uses. The relevant standard is BS: 8233:2014.

62 This states the internal noise levels within living rooms must not exceed 35dB(A) during the daytime (0700-2300) and 30 dB(A) in bedrooms during the night –time (2300-0700).

Discussion

63 As the proposed units are located at height above the road and set back from the front elevation, external noise that may arise from the road is not considered to adversely impact living conditions of future occupants. It is noted that the railway passes adjacent to the rear and side of the application site. The proposed amenity space/roof terraces are located to the back of the building overlooking green area and as such would allow the enjoyment of the outside areas.

64 In terms of potential vibration impact from the nearby railway, it is noted that the original application for this development included condition for sound insulation against external noise and vibration and it is considered appropriate to add the same condition to ensure that proposed extension achieves same levels of sound insulation for future occupiers. The quality of proposed windows should be as such to minimise the noise impact and condition would be added to secure high quality windows are used for this proposal.

Summary

65 It is considered that the proposal would meet this objective

Accessibility and inclusivity

Policy

66 LPP 3.8 and PLPP D5 require 10% of residential units to be designed to Building Regulation standard M4(3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users, with the remaining 90% to M4(2) 'accessible and adaptable dwellings'.

Discussion

67 LPP 3.8 under paragraph 3.48A states that: As set out in Approved Document M of the Building Regulations - Volume 1: Dwellings, to comply with requirement M4 (2), step free access must be provided. Generally this will require a lift where a dwelling is accessed above or below the entrance storey. The application of requirement M4 (2) has particular implications for blocks of four storeys or less, where historically the London Plan has not required lifts. Boroughs should seek to ensure that dwellings accessed above or below the entrance storey in buildings of four storeys or less have step-free access.

68 In this instance, the additional storey would constitute a fourth storey and therefore, it is considered that the installation of lifts would not be required from a planning or Building Regulations perspective.

Summary

69 The proposal would satisfy this objective.

External space standards

Policy

70 PLPP D6(F)(9) and Standard 4.10.1 of the Mayor's Housing SPG states that a minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant.

Discussion

71 The layout of the additional storey also includes external amenity area in form of the balconies to the rear of the main building accessed separately from each new flat. Each balcony would have 5 sqm which is considered to satisfy above mentioned requirements.

7.2.3 Housing conclusion

72 Officers are satisfied that the proposed flats within the additional storey of the main building would be of appropriate layout, would have good outlook and receive good levels of daylight, sunlight and natural ventilation and would therefore provide high quality standard of accommodation and amenity space for future occupants. The new homes would make a modest contribution to housing supply, a planning merit to which moderate weight is given.

7.3 URBAN DESIGN

General Policy

73 Urban design is a key consideration in the planning process. Part 10 of the NPPF makes it clear that national government places great importance on the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.

74 LPPs 7.1-7.7 (inclusive), PLPP D3 and Core Strategy Policy CS 15 reinforce the principles of the NPPF setting out a clear rationale for high quality urban design.

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

76 DMP 30 states that the Council will require all development proposals to attain a high standard of design, including alterations and extensions to existing buildings. An adequate response to how the scheme relates to the existing street including its building frontages will be required including: The quality and durability of building materials and their sensitive use in relation to the context of the development. Materials used should be high quality and either match or complement existing development, and the reasons for the choice should be clearly justified in relation to the existing built context. DMP 31 states that the Council will expect alterations and extensions to be of a high, site specific, and sensitive design quality and respect and/or complement the form, setting, period, architectural characteristics and detailing of the original building.

77 Section 5.14 (Adding an additional storey) of Alterations and Extensions SPD states that this type of extension is only likely to be acceptable on a flat roof and that the style of the extension must complement the appearance of the existing building and surrounding and must relate to the building proportions in terms of height and scale.

Discussion

78 Objectors have raised concerns that additional storey would be overly dominant and out of keeping with the character of the area.

79 With the exception of The Curve building, the immediate locality of the site largely consists of two storey houses with pitched roofs and numerous alterations in form of large roof extensions. However, the road where the existing block of flats slopes down and the building is adjacent to the railway bridge. Officers consider that this, combined with the spaciousness at the back of the application building, allows an additional storey to be introduced without it appearing overdominant. To the east are examples of higher rise structures, including the blocks at Foxborough Gardens and the former water tower on Dressington Avenue. While it would increase the height and prominence of the building, Officers consider it would do so in acceptable way.

- 80 The proposed design of the additional storey is lightweight with high quality materials and detailing to include grey aluminium cladding. As such it is considered to complement the architectural style of the existing building. The proposed set back of approx. 0.9m from each elevation would reduce the massing to create a subservient top floor which would not over-dominate the existing building. It is also noted that the additional storey would not extend above the most prominent, curved part of the existing building.
- 81 The proposed treatment of the additional storey in terms of fenestration patterns at the front and rear elevation is a continuation of the principle of the existing elevations below.
- 82 Officers are satisfied that this type of the roof extension is suitable in this instance, as the existing building features a flat roof. It is also considered that the proposal successfully addresses the provisions and requirements of the Alterations and Extensions SPD in terms of its scale and design and being subservient and suitably set back from the front and sides elevations of the host building.
- 83 The initially submitted proposal included only one balcony to the rear as amenity space. However, the application was amended to include two more inset balconies at the rear elevation. Furthermore, a condition would be recommended to restrict any future use of flat roof areas which are result of the set back of the additional storey.

7.3.1 Urban design conclusion

- 84 Officers conclude the proposed additional storey would be of high design quality, evident in the detail and proposed materials, and relate successfully to the surroundings and sustain the host building.

7.4 TRANSPORT

General policy

- 85 Nationally, the NPPF requires the planning system to actively manage growth to support the objectives of para 102. This includes: (a) addressing impact on the transport network; (b) realise opportunities from existing or proposed transport infrastructure; (c) promoting walking, cycling and public transport use; (d) avoiding and mitigating adverse environmental impacts of traffic; and (e) ensuring the design of transport considerations contribute to high quality places.
- 86 Regionally, the Mayor's Transport Strategy ('the MTS', GLA, March 2018) sets out the vision for London to become a city where walking, cycling and green public transport become the most appealing and practical choices. The MTS recognises links between car dependency and public health concerns.
- 87 PLPP T4 requires transport assessments to be submitted with development proposals when required in accordance with national or local guidance, to ensure any impacts are fully assessed. No transport assessment is required for this application due to the scale of the proposed development.
- 88 The Core Strategy, at Objective 9 and CSP14, reflects the national and regional priorities.

Discussion

7.4.1 Local Transport Network

- 89 The site is located close to Crofton Park and Ladywell local centers and their shops, services, facilities and stations. The site also lies within PTAL 3, however, the site is

located along the 284 bus route and a short walk from the P4 bus route. Therefore, this location is considered of good accessibility overall.

7.4.2 Car Parking

Policy

90 PLPP T6 states that car-free developments should be the starting point for all development proposals in places that are well-connected to public transport.

Discussion

91 The existing block of flats currently have six parking spaces on site. No further parking spaces are proposed in this application. The site is not in CPZ. Objectors have raised concerns that there is insufficient capacity in the vicinity of the site to safely accommodate overspill parking. Following discussions with Highways Officers, a revised Parking Survey was submitted to demonstrate that additional three one-bedroom units would not result in an unacceptable increase in car parking stress in the area.

Summary

92 Officers are satisfied the proposal would not result in unacceptable overspill parking in the local area and consider no other mitigation measures are required.

7.4.3 Cycle storage

Policy

93 Cycle parking should be provided in accordance with PLPP T5, table 10.2 of the Publication London Plan and London Cycle Design Standards. This is similar to LPP 6.9 stating that developments should provide secure, integrated, convenient and accessible cycle parking facilities in line with the minimum standards set out in Table 6.3; the main difference being table 10.2 increases the cycle parking standards above table 6.3.

Discussion

94 Objectors have raised concerns about the proposed cycle storage. The existing flats have an open area to the rear of the building allocated for cycle storage, however, there is no enclosed structure. The proposal includes erecting an enclosed structure for cycle storage to the existing allocated area to accommodate 12 cycles. Additional 4 enclosed and secured cycle spaces are provided to the west of the site, adjacent to car park. Both locations for cycle storage within the site would have step free access. This would comply with PLPP T5 and Highways officers considered this acceptable.

Summary

95 Officers consider the arrangements for cycle parking to be acceptable in principle. Should Members be minded to grant planning permission, a condition is recommended to secure further details of the structures and their construction prior to the occupation of the dwellings hereby proposed.

7.4.4 Servicing and refuse storage

Policy

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

97 Core Strategy Policy 13 Addressing Lewisham's waste management requirements states that the Council will support the objectives of sustainable waste management and promote the waste hierarchy of prevention, reuse, compost, recycle, energy recovery and disposal through a partnership approach.

98 Storage facilities for waste and recycling containers should meet at least BS5906:2005 Code of Practice for waste management in Buildings in accordance with London Plan Housing Supplementary Planning Guidance (2016) standard 23.

Discussion

99 The submitted site plan indicates existing bin storage to the southwest of the application site. Objectors have raised concerns about the adequacy of this arrangement. Officers consider this area for bin storage is sufficient to accommodate the increased capacity for refuse and recycling; nevertheless, further information is required and would be secured by the condition to detail and secure the existing and proposed capacity for both refuse and recycling along with the appearance of any enclosure.

Summary

100 Officers are satisfied the proposal would adequately provide for refuse and recycling, subject to further details to be secured by condition.

7.4.5 Access

Policy

101 The NPPF requires safe and suitable access for all users.

Discussion

102 Council's Highways officer provided comment that, in order to ensure that unsafe parking does not take place outside the block entrance on Bexhill Road, waiting and loading restrictions would be required during the construction of the proposed development. Temporary obstructions during the construction must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic. The function and access to the nearby bus stop must not be impacted during the construction of the proposed development. All vehicles associated with the construction of the proposed development must only park/stop at permitted locations and within the time periods permitted by existing on-street restrictions. No skips or construction materials shall be kept on the footway or carriageway at any time.

Summary

103 Officers acknowledge that mitigation measures are required in order to make this aspect of the proposal acceptable in planning terms; therefore, submission of a detailed Construction Logistics and Construction Management Plan prior to commencement of works would be secured through condition.

7.4.6 Transport impact conclusion

104 In line with Highways officer's comments, Officers are satisfied that the proposal would have an acceptable impact on transport in terms of car park free approach, encouraging sustainable modes of movement and accommodating the sites servicing needs, subject to conditions.

7.5 LIVING CONDITIONS OF NEIGHBOURS

General Policy

105 Relevant regional and local policies are LPP 7.6, PLPP D3, D6 and D14 and DM Policy 31.

106 The main considerations in terms of amenity in this case are: (i) overbearing enclosure/loss of outlook; (ii) loss of privacy; (iii) loss of daylight within properties and loss of sunlight to amenity areas. Noise would be limited to that generated by domestic properties.

7.5.1 Enclosure and Outlook

Policy

107 Overbearing impact arising from the scale and position of blocks is subject to local context. Outlook is quoted as a distance between habitable rooms and boundaries.

Discussion

108 The proposal is set back from the front, rear and side elevations of the building below and contained within the existing flat roof.

109 In regard to neighbouring buildings, immediately to the northeast of the existing building is a pair of semi-detached properties (nos 157 and 159 Chudleigh Road). To the northwest of the building, across Bexhill Road, is a semi-detached property no 169 Chudleigh Road. To the rear of the building, properties and garages of Foxborough Gardens are considered of sufficient distance from the application site for any adverse impact in terms of enclosure and loss of outlook to occur.

110 The scale and massing of the proposed additional storey and its position on the roof is considered of modest scale and not to result in an increased sense of enclosure on adjacent properties. Furthermore, the position of application and adjacent buildings is as such that windows are not directly facing each other. With that regard, it is considered that there would be no significant loss of outlook for neighbouring properties.

Summary

111 The proposal would meet the objective in terms of enclosure and outlook. This is a planning merit to which great weight is given as it would not result in material harm to the living conditions of neighbours in terms of overbearing, enclosure and loss of outlook.

7.5.1 Privacy

Policy

112 Privacy standards are distances between directly facing existing and new habitable windows and from shared boundaries where overlooking of amenity space might arise.

Discussion

113 Objectors have raised concerns over loss of privacy. As mentioned in section 7.5.1 above, windows of the application building and those of the immediate neighbouring properties do not directly face each other. Concerns were raised by local residents on potential adverse impact in terms of loss of privacy on the rear gardens of properties at nos 157, 159 and 161 Chudleigh Road.

114 The proposed windows of the additional storey are aligned with the existing windows of the elevations below and set back from the front, rear and side elevations.

115 Given the height of the additional storey, set back from the elevations and distances from the gardens of nos 157, 159, 161, the proposed windows of additional storey would largely

overlook roofs of the surrounding properties and as such are not considered to result in a loss of privacy or increased overlooking on surrounding properties.

- 116 The proposed two balconies at the rear are designed with set back from the elevation below to mitigate potential overlooking and loss of privacy on gardens of nos 157 and 159. The proposed balcony at the south corner of the existing building would overlook existing railway and trees to the back and side of the application site. As such, they are considered not to result in an unacceptable loss of privacy on the neighbouring amenities.

Summary

- 117 The proposal would meet objective in terms of overlooking and loss of privacy.

7.5.2 Daylight and Sunlight

General policy

- 118 Daylight and sunlight is generally measured against the Building Research Establishment (BRE) standards however this is not formal planning guidance and should be applied flexibly according to context.

- 119 PLPP D6(D) states the design of development should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context.

- 120 The GLA goes on to state that 'An appropriate degree of flexibility needs to be applied when using BRE guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time.' (GLA, 2017, Housing SPG, para 1.3.45).

Discussion

- 121 A Daylight and Sunlight Assessment (prepared by Herrington Consulting Ltd) was submitted in support of the application. According to the assessment of VSC (Vertical Sky component), this Assessment demonstrates that there is no significant change between the VSC available to the windows analysed before and after the proposed development and the assessment of the APSH (Annual probable sunlight hours) demonstrates that all examined windows and amenity areas will achieve the sunlight hours for BRE compliance.

- 122 Officers consider that, given the distances between surrounding properties, height, scale and set back from the existing building's elevations, the massing of the proposed additional storey would not result in an unacceptable loss of daylight and sunlight on neighbouring amenities.

Summary

- 123 Therefore, the proposed additional storey would not result in an unacceptable impact in terms of overshadowing, loss of daylight and sunlight to the neighbouring amenity and no mitigation measures are required.

7.5.3 Noise and disturbance

Policy

124 NPPG states LPAs should consider noise when new developments may create additional noise. Local planning authorities' decision taking should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved

125 PLPP D14 states that development should reduce, manage and mitigate noise to improve health and quality of life by avoiding significant adverse noise impacts on health and quality.

126 Construction and demolition activity can result in disturbance from among things noise, vibration, dust and odour. This can harm living conditions for the duration of construction. Since some disturbance is inevitable, such impacts are usually not considered to be material planning considerations. In certain circumstances, particularly large or complex works may require specific control by planning. A range of other legislation provides environmental protection, principally the Control of Pollution Act. It is established planning practice to avoid duplicating the control given by other legislation. Further guidance is given in the Mayor of London's The Control of Dust and Emissions during Construction and Demolition SPG (2014).

Discussion

127 In terms of noise increase, Officers consider that creation of an additional storey for three flats would be complementary to the existing residential use in the building and as such, no additional increase in noise and disturbance beyond the expected for the buildings in residential use is foreseen. Objectors have raised concerns that the design involves the positioning of living rooms above bedrooms. Noise transfer vertically between floors of the same use is covered by Part E of the Building Regulations. Therefore Officers are satisfied that this arrangement would not give rise to unacceptable loss of amenity through structural-borne noise as the structure can be designed to accommodate the requirements of Part E.

128 Local residents raised concerns on the impact on the flats in the existing building in terms of noise disturbance and safety during construction works. Disturbance during constructions works are not normally a material planning consideration for a proposal of this scale. In this case, the impact of construction works are likely to be limited in their scope and short lived.

Summary

129 Should Members be minded to grant planning permission, a condition is recommended to secure a Construction Management Plan to minimise disturbance during construction.

7.5.4 Impact on neighbours conclusion

130 The proposal is considered to have an acceptable impact in terms of living conditions of neighbours in terms of overbearing, overshadowing, loss of daylight/sunlight, privacy and outlook and noise and disturbance. The impact during construction would be acceptable subject to the conditions attached to the decision notice.

8 LOCAL FINANCE CONSIDERATIONS

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

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

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

133 The CIL is therefore a material consideration.

134 £18,000.00 Lewisham CIL and £11,892.86 MCIL (total of **£29,892.86**) is estimated to be payable on this application, subject to any valid applications for relief or exemption, and the applicant has completed the relevant form. This would be confirmed at a later date in a Liability Notice.

9 EQUALITIES CONSIDERATIONS

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

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

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

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

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

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

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

- Equality objectives and the equality duty
- Equality information and the equality duty

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

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

10 HUMAN RIGHTS IMPLICATIONS

142 In determining this application the Council is required to have regard to the provisions of the Human Rights Act 1998. Section 6 of the Human Rights Act 1998 prohibits authorities (including the Council as local planning authority) from acting in a way which is incompatible with the European Convention on Human Rights. "Convention" here means the European Convention on Human Rights, certain parts of which were incorporated into English law under the Human Rights Act 1998. Various Convention rights are likely to be relevant including:

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

143 This report has outlined the consultation that has been undertaken on the planning application and the opportunities for people to make representations to the Council as Local Planning Authority.

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

145 This application has the legitimate aim of providing a new residential units. The rights potentially engaged by this application, are not considered to be unlawfully interfered with by this proposal.

11 CONCLUSION

146 This application has been considered in the light of policies set out in the development plan and other material considerations, including relevant policies of the Publication London Plan.

147 In reaching this recommendation, Officers have given significant weight to the merit of efficient use of land to provide additional residential units, offering a good residential quality, in a sustainable location. Officers judge the scheme would sustain the character and appearance of the host building. The living conditions of neighbours, including those within the block, would not be unacceptably harmed. Therefore, Officers recommend that

planning permission should be granted subject to the imposition of suitable planning conditions.

12 RECOMMENDATION

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

12.1 CONDITIONS

1) FULL PLANNING PERMISSION TIME LIMIT

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

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

2) DEVELOP IN ACCORDANCE WITH APPROVED PLANS

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

19890 PL101 Rev B; 19890 PL102 Rev D; 19890 PL03 Rev C; 19890 PL104 Rev D received on 24 November 2020.

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

3) MATERIAL AND DESIGN QUALITY

No development shall commence on site until a detailed schedule and specification/samples/technical brochures of all external materials and finishes to be used on additional storey extension have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the design is delivered in accordance with the details submitted and assessed so that the development achieves the necessary high standard and detailing in accordance with Policies 15 High quality design for Lewisham of the Core Strategy (June 2011) and Development Management Local Plan (November 2014) DM Policy 30 Urban design and local character.

4) USE OF FLAT ROOFS

Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking, re-enacting or modifying that Order), the use of the flat roof to the front, rear and sides of the existing building shall be accessed for maintenance purpose only and as set out in the application and no development or the formation of any door providing access to these parts of the roof shall be carried out, nor shall the roof area be used as a balcony, roof garden or similar amenity area.

Reason: In order to prevent any unacceptable loss of privacy to adjoining properties and the area generally and to comply with Policy 15 High Quality design for Lewisham of the Core Strategy (June 2011), and DM Policy 31 Alterations and extensions to existing buildings including residential extensions, DM Policy 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014).

5) CONSTRUCTION DELIVERIES AND HOURS

No work shall take place on the site other than between the hours of 8 am and 6 pm on Mondays to Fridays and 8 am and 1 pm on Saturdays and not at all on Sundays or Public Holidays.

Reason: By reason of the relationship between the development and existing residents, in order to safeguard the amenities of adjoining occupants at unsociable periods and to comply with Paragraph 120 of the National Planning Policy Framework and DM Policy 26 Noise and Vibration, and DM Policy 32 Housing design, layout and space standards of the Development Management Local Plan (November 2014).

6) CONSTRUCTION MANAGEMENT PLAN

No development whatsoever shall commence on site until such time as a Construction Management Plan has been submitted to and approved in writing by the local planning authority. The plan shall cover:-

(a) Dust mitigation measures

(b) Details of best practical measures to be employed to mitigate noise and vibration arising out of construction process

(c) Details of construction traffic movements including cumulative impacts which shall demonstrate the following:-

(i) Rationalise travel and traffic routes to and from the site.

(ii) Provide full details of the number and time of construction vehicle trips to the site and details of location for loading/unloading of materials with the intention and aim of reducing the impact on construction related activity.

(iii) Measures to deal with safe pedestrian movement.

(d) Security Management (to minimise risks to unauthorised personnel)

(e) Location of storage of materials and any associated plant and workers accommodation on site.

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

Reason: In order that the local planning authority may be satisfied that the construction process is carried out in a manner which will minimise possible noise, disturbance and pollution to neighbouring properties and to comply with Policy 14 Sustainable movement and transport of the Core Strategy (June 2011), and Policy 5.3 Sustainable design and construction, Policy 6.3 Assessing effects

of development on transport capacity and Policy 7.14 Improving air quality of the London Plan (2015).

7) CYCLE PARKING AND STORAGE

- (a) **Prior to first occupation**, full details of the design, materials and location of existing and proposed cycle storage shall be submitted to and approved in writing by the local planning authority.
- (b) The facilities as approved under part (a) shall be provided and made available for use prior to occupation of the development and maintained thereafter.

Reason: In order to ensure adequate provision for cycle parking and to comply with Policy 14: Sustainable movement and transport of the Core Strategy (2011).

8) REFUSE AND RECYCLING STORAGE

- (a) **Prior to first occupation**, full details of the design, materials and location of existing and proposed storage of refuse and recycling facilities for existing building and flats and house hereby approved, shall be submitted to and approved in writing by the local planning authority.
- (b) The facilities as approved under part (a) shall be provided in full prior to occupation of the development and shall thereafter be permanently retained and maintained.

Reason: In order that the local planning authority may be satisfied with the provisions for recycling facilities and refuse storage in the interest of safeguarding the amenities of neighbouring occupiers and the area in general, in compliance with Development Management Local Plan (November 2014) DM Policy 30 Urban design and local character and Core Strategy Policy 13 Addressing Lewisham waste management requirements (2011).

9) WINDOWS AND DOORS DETAILS

No development shall commence on site until details and detailed schedule and drawings/specification/samples/technical brochures of windows and doors to be used on additional storey extension to demonstrate their design compliance and noise resistance have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the design and noise resistance is delivered in accordance with the details submitted and assessed so that the development achieves the necessary high standard in detailing and safeguard amenity of future occupiers in accordance with Policies 15 High quality design for Lewisham of the Core Strategy (June 2011), DM Policy 26 Noise and Vibration and Development Management Local Plan (November 2014) DM Policy 30 Urban design and local character.

10) SOUND INSULATION

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

Reason: To safeguard amenities of future occupiers in accordance with DM Policy 26 Noise and Vibration of Development Management Local Plan (November 2014)

12.2 INFORMATIVES

- 1) **Positive and Proactive Statement:** The Council engages with all applicants in a positive and proactive way through specific pre-application enquiries and the detailed advice available on the Council's website. On this particular application, positive discussions took place, which resulted in further information being submitted.
- 2) You are advised that all construction work should be undertaken in accordance with the "London Borough of Lewisham Code of Practice for Control of Pollution and Noise from Demolition and Construction Sites" available on the Lewisham web page.
- 3) You are advised that any works associated with the implementation of this permission (including the demolition of any existing buildings or structures) will constitute commencement of development. Further, all pre commencement conditions attached to this permission must be discharged, by way of a written approval in the form of an application to the Planning Authority, before any such works of demolition take place.
- 4) The applicant attention is drawn to the requirements of Part E of Building Regulations in terms of vertical noise transmission between residential units.

- 5) As you are aware the approved development is liable to pay the Community Infrastructure Levy (CIL) which will be payable on commencement of the development. An '**assumption of liability form**' must be completed and before development commences you must submit a '**CIL Commencement Notice form**' to the council. You should note that any claims for relief, where they apply, must be submitted and determined prior to commencement of the development. Failure to follow the CIL payment process may result in penalties. More information on CIL is available at: - <http://www.lewisham.gov.uk/myservices/planning/apply-for-planning-permission/application-process/Pages/Community-Infrastructure-Levy.aspx>

APPENDIX A – Local meeting minutes

DC/20/117809 - The Curve virtual local meeting held on 21st January 2021 – Meeting Minutes

Introductions

The virtual local meeting started at 7pm and was hosted by the architect and the agent of the application, Colin Sharpe acting on behalf of the applicant. Representing Council were North Area Team leader Angus Saunders and Case officer Jesenka Ozdalga. Cllr Handley (Chair) introduced the local meeting and case officer gave introduction on the purpose of the local meeting. Eleven local residents were present at the meeting along with the developer of the scheme.

The agent started his presentation by answering questions that were submitted prior to the meeting and clarified that he would try to address technical matters along with planning matters.

Questions submitted prior to the meeting were the following:

1. *Question relating to noise and disruption during construction works* and whether there would be alternative accommodation provided for the occupants of the existing flats. The agent responded that noise would be limited to construction of a structural slab on the top of the existing building, after which it would be less noisy. Notice would be given to residents prior to noisy construction works. A construction method statement would be provided together with conditions restricting working hours.
2. *Question relating to the choice of cladding material and its fire safety compliance.* The agent responded that cladding materials would be at least A2 standard with non-combustible insulation, photo evidence would be taken during the installation of cladding and guarantees for the cladding would be given upon completion.
3. *Question of potential installation of a green roof,* the agent answered with preference to avoid extra weight on the building and increase in height of the additional storey.
4. *Question on the type and size of proposed cycle storage* at the back was answered by agent stating that the proposed are Sheffield stands with 1m spaces and that are more compact types of cycle store that could be considered.

Case officer answered questions relating to planning matters and procedure.

5. *Question on site notice not being displayed* outside the property, case officer clarified that due to changed printing and posting in pandemic, site notice was posted to the actual address of the building. However, applicant has put the site notice up prior to the local meeting and any comments received would be considered in the committee report.
6. *Question on submitted Parking Survey,* case officer clarified that it was assessed by Council's Highways Officer and concluded that there would be parking capacity on street, bearing in mind the size of the units and probability of owning cars by future occupants.

Following this, the agent and case officer started with answering the questions submitted by local residents present at the meeting. All questions were asked through chat feature and agent, team leader and case officer took turns in answering them.

Questions submitted during the meeting were the following:

1. *Question was raised on design, scale and proportion* of the proposed additional storey and the agent responded that he felt it was in keeping. Case officer further confirmed that the proposal meets Council's design guidance for this type of extensions.
2. *Question was raised on whether there would be sufficient space for recycling bins* and the agent confirmed that they have liaised with Lewisham Council and have provided the standard required.
3. *Question was raised on current parking difficulties in the area* and the agent responded that Parking Survey was undertaken and assessed by Council's Highways Officers.
4. *Question on was raised on who decides impact and loss of privacy and sunlight* and the case officer explained how those issues are assessed and how in this instance, windows of the extension would not directly overlook windows of the surrounding properties. In terms of overlooking on rear gardens, it was considered that they are of sufficient distance and due to the height and set back the proposed extension is located, those impacts were assessed to be acceptable.
5. *Question was raised over ROL of light survey* and the agent confirmed that BRE Daylight/Sunlight assessment was submitted with the application. Planning team leader clarified that ROL is civil matter distinct from the planning consideration of daylight and sunlight impact.
6. *Question was raised on whether guarantees can be provided on fixing ongoing issues with the existing roof* and the agent stated that it is a matter of maintenance by building management and not a planning issue.
7. *Question was raised on the size of the area for 4 cycle parking spaces* in the corner of the ground floor and the agent and case officer confirmed that it is acceptable and that further condition would be imposed to provide specific details for cycle storage.
8. *Question was raised on how long would the works take* and agent stated that 6 months is a reasonable expected time for works to take place.
9. *Question was raised on what is the best way to object to stop this happening.* Case officer clarified that at this stage, objections were received and considered and residents can further register to speak and object at the committee meeting.
10. *Question was raised on what weight is given to views of local people* when deciding the application and the team leader clarified that members at the committee meeting can give weight, but also have to decide in accordance with the development plan and other relevant material planning considerations.

11. *Question was raised on whether similar projects are happening in Lewisham* and team leader clarified that it is common and becoming more common and it has to be kept in mind that recent government changes consider this type of extension under permitted development.
12. *Question was raised on whether the meeting is recorded* and agent responded that it is not. Case officer clarified that notes of the meeting would be available online and would be part of the committee report.
13. *Question was raised on whether the new flats would be affordable housing* and agent clarified that there would be no affordable housing flats and that they would market flats.
14. *Question was raised on whether committee is held on Zoom* and team leader clarified that committee meetings are held on Microsoft Teams and live streamed. All residents who have submitted their comments would receive letter with details and instructions on how to register to speak at the committee meeting.
15. *Question was raised on whether proposed balconies are moved to the rear of the building* and case officer confirmed that they are located to the rear.
16. *Question was raised on whether members would have a site visit of the application site* and team leader explained that they wouldn't but they would have presentation material with images of the location site to be able to assess. Team leader further confirmed that case officer already visited the site.

Meeting was concluded by Angus Saunders, North Area Team Leader at 7.40pm.