

<b>WOOLWICH AND THAMESMEAD AREA PLANNING COMMITTEE</b>	<b>Agenda Item: 6</b>
<b>23March 2021</b>	<b>Reference No: 20/3775/F</b>

**Applicant:** Doyle Simpson Properties Ltd  
**Agent:** Mr J McDermot – Town Planning Experts Ltd

<b>Site Address:</b> 36 Riverdale Road, Plumstead, London, SE18 1NZ	<b>Ward:</b> Plumstead <b>Application Type:</b> Full Planning Permission
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## **I. Recommendation**

I.1 The Committee is requested to grant full planning permission as outlined below:

- *“Retrospective application for use of the building as an HMO of up to 6 persons (Class C4)”*

I.2 Subject to:

- i. To resolve to grant conditional planning permission according to the conditions in appendix 2, to be detailed in the notice of determination; and
- ii. To Authorise the Assistant Director of Planning & Building Control to make any minor change to the detailed working of the recommended conditions, as set out in the report and its addendums, where the Assistant Director of Planning & Building Control considers it appropriate, before issuing the decision notice.

## **2 Summary**

2.1 Detailed below is a summary of the application:

<b>The Site</b>	
Site Area (m <sup>2</sup> )	175
Local Plan Allocation	No allocations.
Heritage Assets	None
Tree Preservation Order	None
Flood Risk Zone	No

<b>Existing &amp; Proposed Building (no change)</b>	
Building height (metres)	8.42
No. of storeys	2-storeys, plus non-original loft conversion
Floor area (m <sup>2</sup> )	135.0

<b>Transportation</b>		
Car Parking	No. existing car parking spaces	0
	No. Proposed Car Parking Spaces	0
	Proposed Parking Ratio	N/A
Cycle Parking	No. Proposed Cycle Parking	Not specified
	Complies with policy	Addressed within section 14 of this report.
Public Transport	PTAL Rating	4

<b>Public Consultation</b>	
Number in Support	None
Number of objections	None

- 2.2 Whilst this application has received no objections from neighbours or neighbourhood groups, it has been called before committee by Councillor Cornforth for members to decide. Councillor Cornforth noted in their call-in request that they had concerns about the proposal, but has not yet set out what their concerns are.
- 2.3 The report details all relevant national, regional and local policy implications of the scheme, including supplementary planning guidance.
- 2.4 The application is considered to be acceptable and is recommended for approval subject to that set out in section 1.1 above.

## **Site Plan**



### **3 Site and Surroundings**

- 3.1 The application site is 36 Riverdale Road, Plumstead, London, SE18 1NZ.
- 3.2 The application site comprises a two-storey terraced dwelling, including loft conversion and is located on the western side of Riverdale Road.
- 3.3 The surrounding area is residential in character with the nearby properties featuring a generally consistent typology throughout.
- 3.4 The application building has been subject to a non-original rear extension, a non-original rear infill extension, and a non-original loft conversion incorporating an L-shaped dormer extension. The loft conversion and roof extension elements were considered not to require planning permission under a Lawful Development Certificate application in 2018.
- 3.5 The ground floor extensions have no record of planning consent. However, it is clear from digital imagery that they have been present for at least four (4) years and so are lawful by reason of time.

- 3.6 It is understood that the lawful use of the property is that of a C3 family unit. It is set out in the submitted planning statement that prior to the ownership of the applicant, the application property had previously been in use as a HMO of varying capacity, up to 7 persons (Use Class Sui Generis) however this is not the lawful use of the site.
- 3.7 The supporting statement also makes clear that this application has come about as a result of an enforcement complaint stemming from the resumption of the use of the property as an HMO in 2019. Officers do note that notwithstanding the proposals set out in this application, a HMO License has been granted at the application site permitting the use of the building as a six bedroom, six household HMO (with 5 adults and one adult and child).
- 3.8 The property does not fall within a Conservation Area.
- 3.9 The property is not a statutory listed or locally listed building.
- 3.10 The property does not include any off-street parking spaces. The application site has a Public Transport Accessibility Level (PTAL) rating of 4 (on a scale of 1-6, where 6 is highest), suggesting an above average connectivity to public transport links.

#### 4. **Relevant Planning History**

<i>App Number:</i>	18/1189/CP	<i>Decision:</i>	Approve	<i>Decision Date:</i>	01/06/2018
<i>Address:</i>	36 Riverdale Road, Plumstead, London, SE18 INZ				
<i>Description:</i>	Lawful Development Certificate (proposed) for the formation of a loft conversion (including outrigger) with rear dormer window and installation of 2 rooflights to the front roof slope.				

<i>App Number:</i>	18/1190/CP	<i>Decision:</i>	Approve	<i>Decision Date:</i>	01/06/2018
<i>Address:</i>	36 Riverdale Road, Plumstead, London, SE18 INZ				
<i>Description:</i>	Lawful Development Certificate (proposed) for the formation of a loft conversion with rear dormer window and installation of 2 rooflights to the front roof slope.				

## **5. Proposals (in detail)**

5.1 The current application seeks full planning permission for the following:

*“Retrospective application for use of the building as an HMO of up to 6 persons (Class C4)”*

5.2 The proposed new HMO would have five (5) bedrooms, and the requested description of development sets out that the maximum capacity of the HMO would be six (6) persons. The layout of the proposed HMO is described below:

Ground Floor:

- Communal Hallway
- Room 1, 10.7sqm
- Room 2, 12.6sqm
- Communal Kitchen/ Diner, 19.6sqm

First Floor:

- Communal Landing
- Room 3, 9.8sqm
- Room 4, 10.9sqm
- Room 5 [arranged over two storeys, bed to be located on this floor], 7.55sqm on this floor – 14.08sqm total

Second Floor:

- Room 5 [arranged over two storeys, additional bedroom space to be located on this floor], 6.53sqm – 14.08sqm total
- Room 6, 15.29sqm

5.3 The submissions do not bring forward any plans to make any external alterations to the application building beyond the existing lawful situation.

## **6. Consultation**

6.1 The application since being submitted in December 2020 has been subject to public consultation comprising of a site notice and four (4) neighbour notification letters sent to occupiers within the vicinity of the application site. Notification was also sent to the Positive Plumstead Neighbourhood Group and the Friends of Plumstead Common Neighbourhood Group.

6.2 No responses from any neighbour, neighbourhood group or other member of the public has been received.

### 6.3 **Councillors**

6.4 As noted in section 2.2 of the report, this has been called before committee by Councillor Cornforth for members to decide as they have concerns with the proposal.

6.5 No other responses from councillors were received.

### 6.6 **Responses from Council Departments**

6.7 A summary of the consultation responses received along with the officer comments are set out in table below:

<b>Details of Representation and date received</b>	<b>Summary of Comments</b>	<b>Officers comments</b>
<b>Transport and Highways:</b>	<p><i>The site is considered to have good access to public transport having a PTAL index of 4.</i></p> <p><i>While no car parking is provided, it is noted that relevant policy is considered in the London Plan (2016) Policy 6.13 (Parking) which states that the Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.</i></p> <p><i>Given the previous [uncertified] planning use</i></p>	<p>Officers note that the 2016 London Plan described no longer constitutes the Policy Framework for the assessment of this application.</p> <p>Acknowledging the similarities between Policy 6.13 of the London Plan (2016) and Policies T5, T6 and T6.1 of the London Plan (2021), officers consider the comment to still be relevant in this instance.</p> <p>The transport and highways impact of the proposal is assessed in section 13 below.</p>

	<p><i>as a HMO on balance no highway objection is raised.</i></p> <p><i>It is recommended that adequate cycle provision is made in line with the 'Publication' London Plan standard.</i></p>	
<b>Waste Services:</b>	<p><i>"This part of the road has a lot of issues with bins being stored on the pavement as the properties have steps and according to our guidance, the collection crews won't collect any bins that are stored up the steps due to health and safety. A 6 person HMO would require 5x240L bins (2x240L for general waste, 2x240L for mixed dry recycling and 1x240L for food waste) and the developer needs to provide a storage area for these bins on the ground level off the public footway/pavement."</i></p>	<p>The waste related aspects of this proposal are discussed at section 15 below. Further details are proposed to be provided via a condition (refer to appendix 2).</p>
<b>Environmental Protection:</b>	<p>No response received.</p>	<p>Noise and other neighbouring amenity related aspects of this proposal are assessed in section 12 below.</p>
<b>HMO Licensing:</b>	<p>No response received.</p>	<p>Officers do note that notwithstanding the proposals brought forward in this application, the application site does benefit from a HMO Licence for up to 5 adults and one adult and child</p>

		The proposed development is compliant with the limitations set out in the RBG HMO Standards as set out in section 11 of this report.
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## 7. Planning Context

7.1 This application needs to be considered in the context of a range of national, regional and local planning policies and Supplementary Planning Guidance / Documents.

- **National Planning Policy Framework (NPPF – 2012)**
  - Chapter 5 – Delivering a Sufficient Supply of Homes
  - Chapter 9 – Promoting Sustainable Transport
  - Chapter 12 – Achieving Well-Designed Places
- **The London Plan (March 2021)**
- **The Royal Greenwich Local Plan: Core Strategy with Detailed Policies (“Core Strategy” – 2014)**
- **Residential Extensions, Basements and Conversions Guidance SPD (Dec 2018) (SPD)**
- **Royal Borough of Greenwich Standards for Houses in Multiple Occupation (Standards for HMOs)**
- **New Developments: Guidance Notes for the storage and collection of waste and recycling materials for the Royal Borough of Greenwich (May 2018)**

7.2 For full details relevant policies, SPDs and other documents, refer to Appendix 3.

## 8. Material Planning Considerations

8.1 This section of the report provides an analysis of the specific aspects of the proposed development and the principal issues that need to be considered in the determination of the planning application (Ref: 20/3775/F):

- Principle of development;
- Design
- Quality of living environment provided for future residents;
- Impact on neighbouring amenity
- Transport and Access
- Cycle Parking
- Waste and Refuse Storage
- Community Infrastructure Levy (CIL);
- RBG CIL;

## **9. Principle of Development**

- 9.1 The overriding objective of the Royal Greenwich policy framework is to deliver high quality development which improves the quality and distinctive identity of places and contributes to their success and the area's popularity as somewhere to live, work and stay.
- 9.2 Policy H9 of the London Plan (2021) sets out that boroughs should take account of the role of houses in multiple occupation (HMOs) in meeting local and strategic housing needs. Policy H9 clearly states that where HMO's are of a reasonable standard they should generally be protected.
- 9.3 Policy H2 of the Core Strategy promotes a mix of housing types and sizes, varying according to the location of the development and the character of the surrounding area. Other relevant considerations include; the level of accessibility to public transport, schemes for special needs groups, or where there is a poor external environment.
- 9.4 It is important to note that the Council's Core Strategy does not include any policies which protect the loss of family sized accommodation in relation to the conversion of single family dwellinghouses into HMO accommodation. Further, the minor internal works related to the change of use would not prevent the residential accommodation being converted back into a single C3 dwelling in the future if desired. As such, the loss of the existing accommodation in order to convert the property is considered acceptable.
- 9.5 In respect of the suitability of the proposed HMO, the Council's SPD states:
- “It is important that the Royal Borough supports a range of homes in terms of size and tenure in order to meet a variety of housing need. HMOs that are of a good standard form an important part of the provision of lower cost housing. However, the unmanaged conversion of family housing stock to HMOs can undermine the*

*Royal Borough's objective to meet these varying needs and make it difficult to achieve mixed and balanced communities as set out in the Core Strategy.”*

- 9.6 It is therefore evident that HMOs have been identified as providing suitable residential accommodation, which will be supported by the Council subject to other material considerations including the quality of the internal living environment.
- 9.7 In relation to over concentration of HMO's, no applicable planning policy restricts the amount of HMO's within a specific area.
- 9.8 On the basis of the above, the proposal is considered acceptable in principle, subject to the provision of an acceptable quality of accommodation for its occupants. This is discussed elsewhere within this report.

## **10. Design**

- 10.1 Policy D3 of the London Plan (2021) states that development proposals should be of high quality, enhancing local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.
- 10.2 Policy DH1 of the Core Strategy requires all developments to be of a high quality of design and demonstrate that they positively contribute to the improvement of both the built and natural environments.
- 10.3 No external changes are proposed to be implemented to application building, and so the impact of the development on the character and appearance of the application building and wider surrounding area is considered to be acceptable in this instance.
- 10.4 The proposed development is therefore considered to be generally in accordance with Policy D3 of the London Plan (2021) as well as Policy DH1 and H5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies.

## **11. Quality of Living Environment provided for future residents**

- 11.1 The Royal Borough of Greenwich Residential Extensions, Basements, and Conversions Guidance SPD (2018) includes new guidance for Houses in Multiple Occupation (HMOs). The SPD seeks to secure a quality internal living environment for new HMOs. It states:

*“The quality of accommodation provided by HMOs can be poor and can give rise to concern. To be considered good quality, proposals for the conversion to an HMO will need to:*

- *provide sufficient internal space*
- *provide occupants with a reasonable standard of amenity*
- *not give rise to significant adverse amenity impacts to the surrounding properties/residential neighbourhood”*

11.2 Policy H5 of the Royal Greenwich Local Plan seeks that new residential development, redevelopment, refurbishment or conversions will be expected to achieve a high quality of housing design and an integrated environment.

11.3 This is supported by London Plan (2021) Policy D6 which states that housing developments should be of high-quality design and provide adequately-sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures. The policy goes on to state that the design of development should maximise the provision of dual aspect dwellings and provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context.

11.4 The above Policies and Guidance are also further clarified in the Royal Borough of Greenwich HMO Standards (April 2017), which sets out the standards for prospective HMO's.

11.5 The proposed new HMO would have 6 bedrooms, seeking a maximum capacity of six persons. The layout of the proposed HMO is described below:

Ground Floor:

- Communal Hallway
- Room 1, 10.7sqm
- Room 2, 12.6sqm
- Communal Kitchen/ Diner, 19.6sqm

First Floor:

- Communal Landing
- Room 3, 9.8sqm
- Room 4, 10.9sqm
- Room 5 [arranged over two storeys, bed to be located on this floor], 7.55sqm on this floor – 14.08sqm total

Second Floor:

- Room 5 [arranged over two storeys, additional bedroom space to be located on this floor], 6.53sqm – 14.08sqm total

- Room 6, 15.29sqm

### Bedroom Sizes

11.6 Bedroom sizes are assessed against Table I of the Royal Greenwich HMO Standards (2017) – “Minimum where kitchen facilities are within a separate room” within the Royal Borough of Greenwich Standards for HMOs.

Bedrooms				
Bedroom	Proposed Occupancy	Size (sqm)	Standard (sqm)	Complies?
1	1	10.7	9	Yes
2	1**	12.6	9	Yes
3	1	9.8	9	Yes
4	1	10.9	9	Yes
5*	1**	14.08	9	Yes
6	1**	15.29	9	Yes

\*Bedroom 5 is arranged over two stories

\*\*Whilst it is noted that Bedrooms 2, 5 and 6 are large enough to constitute double rooms, the applicant clearly sets out in their planning statement that the proposed development would have an absolute maximum capacity of 6 persons

11.7 All of the proposed bedrooms brought forward comply with the relevant floor space requirements. This aspect of the proposal is therefore considered to be acceptable. The number of occupants will be conditioned (see Appendix 2) and if the applicant was seeking to use it for more than currently proposed, then a further planning application would have to be submitted and considered by the Council, as this would be different to that proposed and it would also mean that the use class of the HMO would be constitute a Sui Generis Use Class and not a C4 Use Class as set out in the description of development.

### Kitchen Provision

11.8 The Royal Borough of Greenwich Standards for HMOs also gives recommendations on the size of provided kitchen facilities:

*“Where exclusive kitchen facilities cannot be provided, one set of kitchen facilities shall be provided for every 5 occupants. [...] The kitchen size and layout must enable the practical, safe & hygienic use of the kitchen for storage, preparation and cooking of food.”*

- 11.9 As a proposed six (6) person HMO, two (2) sets of kitchen facilities are required to be provided.
- 11.10 With a size of 19.6sqm, the kitchen would comfortably meet the required minimum kitchen requirement for six persons as per Table 5 of the Royal Borough of Greenwich Standards for HMO's (the minimum requirement set out in Table 5 is 10.5sqm). It is considered that two sets of kitchen facilities could easily be provided within this space.
- 11.11 Whilst officers do note that the Kitchen Space would also be shared with a communal lounge/ dining area, given how the size of this room is almost double that which is recommended as the minimum requirement for a kitchen serving the proposed number of occupants, it is still considered that the size provision is acceptable in this instance.
- 11.12 With reference to the above, it is considered that the proposal would be acceptable in relation to the relevant kitchen provision.

#### Bathroom Provision

- 11.13 The RBG Standard for Houses in Multiple Occupation (2017) provide guidance as to the required bathroom provision for HMO's:

*“Where exclusive bathroom/shower room and toilet facilities cannot be provided, [...] for every 5 persons, one bathroom or shower room, and one toilet with a wash hand basin shall be provided.”*

- 11.14 All of the proposed bedrooms would have access to their own ensuite bathroom provision. This provision is considered to be in accordance with the above requirement.
- 11.15 This aspect of the proposal is therefore considered to be acceptable.
- #### Outdoor Amenity Space
- 11.16 The proposed HMO would reuse the existing garden space to provide a total of 94.69sqm of external amenity space in the rear garden.
- 11.17 This is considered to be a generous provision for a 6 person HMO. This aspect is therefore considered to be acceptable.

#### Other Internal Amenity Factors

- 11.18 The RBG HMO Standards state that it is expected that all rooms will have a minimum ceiling height of 2.1m over at least half the floor area.
- 11.19 Whilst officers acknowledge that no section drawings have been provided with the submissions, given how the development is the conversion of an existing C3 residential unit, it is anticipated that this requirement would be met by the proposed HMO.
- 11.20 The proposed HMO as a whole would be dual aspect. Habitable windows would serve every bedroom and living space, with all of these spaces having a reasonable outlook and receiving adequate daylight and sunlight throughout the day.
- 11.21 Given the positioning of neighbouring habitable opening and amenity spaces, none of the proposed bedrooms brought forward in this application would be subject to any significant privacy or overlooking related impacts from neighbouring properties. These aspects of the proposal are therefore considered to be acceptable.

### Conclusion

- 11.22 The proposed development would provide an acceptable level of internal amenity and would therefore provide an adequate quality of accommodation for future residents.
- 11.23 As such, these aspects of the proposal are considered to be compliant with Policy D6 of The London Plan (2021), Policy H5 of the Royal Greenwich Local Plan (2014), the Residential Extensions, Basements and Conversions SPD (December 2018), and the Royal Borough of Greenwich Standards for Houses in Multiple Occupation (April 2017).

## **12 Impact on neighbouring amenity**

- 12.1 Policy DH(b) of the Core Strategy require new development to demonstrate that there would be no significant loss of amenity to adjacent or nearby properties, by reducing the amount of daylight, sunlight, privacy or outlook they enjoy, by creating an unneighbourly sense of enclosure, or by unacceptably impacting the wind environment or microclimate.
- 12.2 Policy E(a) states that planning permission will not normally be granted where a proposed development or change of use would generally have a significant adverse effect on the amenities of adjacent occupiers or uses, and especially

where proposals would be likely to result in the unacceptable emission of noise, light, vibrations, odours, fumes, dust, water and Soil pollutants or grit.

- 12.3 Examining how the proposal does not bring forward any external alterations to the application building, it is considered that the development would not bring any significantly detrimental amenity impacts to any of the nearby properties with regard to loss of daylight/ sunlight, creation of an unneighbourly sense of enclosure, loss of outlook or loss of privacy beyond the existing lawful situation.
- 12.4 It is acknowledged that the submissions do bring forward a subtle increase in the proposed number of occupants at the application property. With reference to this, an increase to the number of persons residing in the dwelling to a maximum of six (6) is not considered to present a significantly detrimental impact on the amenity enjoyed by the immediately neighbouring properties beyond the existing lawful use of the building as a large C3 family unit.
- 12.5 It is considered that the proposed development is therefore in accordance with Policies DH(b) and E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014) and Council's Residential Extensions, Basements and Conversions Guidance SPD (December 2018).

### **13 Transport and Highways Impacts**

- 13.1 Policy T2 of the London Plan (2021) states that development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Policy T2 also states that development proposals should reduce the dominance of vehicles on London's streets whether stationary or moving.
- 13.2 Policy T6 of the London Plan (2021) states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking.
- 13.3 Policy T6.1 further sets out that maximum parking provision for residential development should be in accordance with Table 10.3. For a residential development of this size, the London Plan sets out that a maximum of 0.5 - 0.75 spaces should be provided.

- 13.4 The requirements of these London Plan Policies are supported by Policy IM(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014)
- 13.5 The site has an access level (PTAL) of 4, which indicates an above average level of public transport accessibility.
- 13.6 The site is not located within a controlled parking zone (CPZ).
- 13.7 The proposed development does not bring forward the provision of any car parking spaces. This is considered to be acceptable and in accordance with the provisions of the London Plan (2021)
- 13.8 The subtle increase in the occupancy of the building from a C3 family unit to a HMO of an absolute maximum of six persons is not considered to result in significantly detrimental parking issues or traffic impacts.
- 13.9 The acceptability of the proposed development in terms of parking and transport and highways impacts is supported by the Local Authorities Transport and Highways Officer, who has raised no objection to the proposed development.
- 13.10 On balance, officers are satisfied that the proposal would be in accordance with Policies T6 and T6.1 of the London Plan (2021) and Policy IM(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

#### **14 Cycle Parking**

- 14.1 Policy T5 of the London Plan (2021) states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. The policy is clear that proposals should do this by meeting providing cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3. The cycle parking should be fit for purpose, secure and well-located.
- 14.2 Within Policy T5, Table 10.2 in the London Plan (2021) sets out that a proposal of the type brought forward in this application should provide two (2) cycle parking spaces.
- 14.3 This is supported by Policy IM(b) and IM(c) of the Core Strategy.
- 14.4 The submissions do not provide details of any cycle parking provision. A condition is recommended to be attached to any decision notice, in order to

secure further details in relation to the proposed cycle parking provision (see appendix 2)

## **15 Waste and refuse storage**

- 15.1 Policy H5 of the Core Strategy identifies that development needs to minimise the production of waste, to promote the reuse and recycling of waste materials and to ensure that waste disposal is environmentally responsible. As such residential schemes should incorporate measures for community recycling that minimises waste disposal and should provide refuse bins and recycling boxes. This is supported by London Plan (2021) Policy SI7 and SI8.
- 15.2 In accordance with the “New Developments: Guidance Notes for the Storage and Collection of Waste and Recycling Materials for the Royal Borough of Greenwich (May 2018)” recommendations and correspondence with the Local Authority’s Waste and Refuse Department, the proposal makes clear that space at the front of the property would be set out for the provision of 2x240L general waste bins, 2x240L mixed dry recycling bins, and 1x240L food waste bin.
- 15.3 Details of the final waste arrangements are to be secured via a condition attached to the decision notice.

## **16 Community Infrastructure Levy (CIL)**

- 16.1 The Mayor has introduced a London-wide Community Infrastructure Levy (CIL) to help implement the London Plan (2021), particularly Policy T9. The Mayoral CIL formally came into effect on 1st April 2012, and it will be paid on commencement of most new development in Greater London that was granted planning permission on or after that date. The Mayor's CIL will contribute towards the funding of Crossrail. The Mayor has arranged boroughs into three charging bands. The rate for Greenwich is £35 per square metre.
- 16.2 The current application is not liable to this requirement.

## **17 RBG CIL**

- 17.1 The Royal Borough adopted its Local Community Infrastructure Levy (CIL) charging schedule, infrastructure (Regulation 123) list, instalments policy and exceptional circumstances relief policy on the 25<sup>th</sup> March 2015 and came into effect in Royal Greenwich on the 6th April 2015.

17.2 The current application is not liable to this requirement.

## **18 Implications for disadvantaged groups**

18.1 There are no specific implications identified.

## **19 Conclusion**

19.1 The proposed development would not result in a significantly detrimental effect on the character and appearance of the application building or the wider public realm.

19.2 The proposed development would provide an acceptable quality of accommodation for residents.

19.3 The proposed development would not result in any unacceptable impacts to the amenity enjoyed by neighbouring occupiers.

19.4 Accordingly, it is recommended that permission be granted for application reference 20/3775/F, in line with Section 1.1 of this report.

### **Background Papers:**

National Planning Policy Framework (2019)

The London Plan (2021)

Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014)

Residential Extensions, Basements and Conversions Guidance SPD (Dec 2018)  
(SPD)

Royal Borough of Greenwich Standards for Houses in Multiple Occupation  
(Standards for HMOs)

New Developments: Guidance Notes for the storage and collection of waste and recycling materials for the Royal Borough of Greenwich (May 2018)

Responses from consultations

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