

Applicant: MASCH Developments, 37 Shore Road, London, E9 7TA

Agent: Mr J Rooney, E2 Architects+Interiors, Unit 57 Containerville, 1 Emma Street, London, E2 9FP

Site Address:

Land rear of 76 Vanbrugh Park,
Blackheath, London, SE3 7JQ

Ward:

Blackheath Westcombe

Application Type:

Full Planning

1.0 Recommendation

- 1.1 The Committee is requested to consider the following application which seeks the following:

Construction of a new part 2/part 2.5-storey over basement house fronting Heathway with off street parking and amenity space.

- 1.2 Under normal circumstances, the Committee would consider the application and decide whether to grant or refuse planning permission. However, in this instance, the applicant has submitted an appeal to the Planning Inspectorate on the grounds of non-determination.
- 1.3 An appeal on the grounds of non-determination can be made where the Local Planning Authority has not determined the application within the statutory time period. In such circumstances the applicant has up to six months after the statutory expiry date has past to lodge an appeal on the grounds of non-determination. For the current application, the statutory determination date was 13/08/2020 and the appeal was made on 9/2/2021.
- 1.4 In light of an appeal being lodged on the grounds of non-determination, the Council cannot issue a formal decision on the application as this will be taken by the Planning Inspectorate. Instead, the Council can set out whether it would have been minded to grant or refuse planning permission if the appeal had not been lodged. As over eight objections have been received to the application, the application is referred to the Greenwich Area Planning Committee to determine the Council's position on this matter and the Council's standpoint in responding to the appeal.

1.5 It is the recommendation of Officers that if the appeal had not been lodged that planning permission should have been granted subject to:

- i. The conditions set out in appendix 2 of the report; and
- ii. To authorise the Assistant Director of Planning and Building Control to make any minor changes to the detailed wording of the recommended conditions as set out in this report, where the Assistant Director of Planning and Building Control considers it appropriate.

2.0 **Summary**

2.1 Detailed below is a summary of the application:

The Site -	
Site Area (m ²)	198m ²
Heritage Assets	<ul style="list-style-type: none"> • within the Buffer Zone to the Maritime Greenwich World Heritage Site • within the Blackheath Conservation Area • does not contain any statutorily or locally listed buildings but is within the setting of the locally listed No. 76 Vanbrugh Park (part of a group with Nos. 49 – 79 (consec.)) Blackheath Conservation Area
Tree Preservation Order	No
Flood Risk Zone	Zone I (Least Probability of Flooding)

Proposed Building	
Building height (metres)	7.7 metres when viewed from Heathway
No. of storeys	2.5
Floor area (m ²)	181.7

Housing		
Housing Standards	Complies with Technical housing standards – nationally described space standard and London Plan standards?	Yes

Transportation		
Car Parking	No. existing car parking spaces	N/A
	No. Proposed Car Parking Spaces	1
Cycle Parking	No. Proposed Cycle Parking	2
	Complies with policy	Yes
Public Transport	Public Transport Accessibility Level (PTAL) Rating	3-4

Public Consultation	
Number in support	13
Number of objections	24
Number of comments	3
Main issues raised by objectors	<ul style="list-style-type: none"> – Impact on access along Heathway and the Construction Method Statement – No agreement to remove boundary wall – Proposals represent overdevelopment – Impact on the conservation area – Overlooking into neighbouring properties and impact on daylight and sunlight – Loss of trees could change feel of the area
Main issues raised in support	<ul style="list-style-type: none"> – Well-designed property – Would bring about much-needed family housing

2.2 The application is considered acceptable and was to be recommended for approval, subject to the conditions listed in Appendix 2.

3.0 **Site and Surroundings**

- 3.1 The application site comprises an area of land within the existing rear garden of No. 76 Vanbrugh Park, though it is understood that the land is under separate ownership. The site has a minimum width of 4.28m, a maximum width of 6.2m and maximum length of 38.4m.
- 3.2 The site fronts Heathway, an un-adopted, largely unmade private road that runs in an east/west direction from Stratheden Road to Vanbrugh Terrace. The street is formed principally by the gradual development of the rear gardens of large houses that front Vanbrugh Park to the north and St Johns Park to the south. Heathway, therefore, is characterised by inconsistent backland development comprising mainly of semi-detached and detached two/three storey houses, with the more recent dwellings benefitting from a more modern construction and contemporary design.
- 3.3 The application site is one of the few remaining plots that have not been redeveloped along Heathway for residential purposes. To the west of the site is a single storey garage belonging to 77 Vanbrugh Park and 3 Heathway, whilst immediately to the east of the site is the Little Coach House, which was redeveloped under application 14/3682/F. Next to this is 9 and 11 Heathway, which are a pair of semi-detached contemporary dwellings allowed on appeal under application 09/1496/F. Opposite the site is the Little House, whilst to the west of the Little House is the site of the former Orchard Cottage. Planning permission was allowed on appeal for the redevelopment of Orchard Cottage to provide two detached 2-storey 4-bedroom dwellings with associated parking, secure bin and cycle storage, amenity space and landscaping (18/4494/F – appeal decision issued on the 3rd January 2020)
- 3.4 The site is located within the Blackheath Conservation Area and the Buffer Zone to the Maritime Greenwich World Heritage Site. The Blackheath Conservation Area Character Appraisal states that Heathway is an informal back lane to the rear of Vanbrugh Park and St John’s Park and that there is no historical significance other than the coach house and the little house. The site does not contain any statutorily or locally listed buildings but it is noted that No. 76 Vanbrugh Park forms part of a group of locally listed buildings (Nos. 49 to 79 (consec.)). The Royal Greenwich Local Heritage List (2020) contains the following description for the group:

“Mid-Victorian 3-storey paired villas with basements in yellow stock brick with yellow/cream gault brick frontages and gabled slate roofs with wide eaves supported on console brackets. Projecting bay to basement, ground

and first floors. “Whilst not hugely exciting in themselves, the integrity of this long terrace of 3-storey houses seems worth preserving. Nos. 49-62 were built during 1870-71 by John Bland (who built much of Kidbrooke Park Road). Although Nos. 63-79 were not erected until 1877-1881, they are in the same style as the earlier buildings” (Neil Rhind)”.

3.5 Figure 1 (below) shows the location of the site (outlined in red) in the context of the surrounding area.



Figure 1: Site Location Plan

4.0 Relevant Planning History

4.1 The tables below set out the planning history for the application site, as well as other relevant applications within Heathway.

Application Site:

<i>App Number:</i>	16/0428/F	<i>Decision:</i>	Approved	<i>Decision Date:</i>	17/02/2017
<i>Address:</i>	Land rear of 76 Vanbrugh Park, Blackheath, London, SE3 7JQ				
<i>Description:</i>	<p>Construction of a roof extension and terrace to the northern roof slope, together with the lowering of the existing internal floor level, creation of lowered stepped access and bin store to the southern elevation, alterations to the existing fenestration and doors on the western elevation, insertion of a new window within the northern elevation at ground floor level, replacement of the existing roller shutters in the southern elevation with stable doors, removal of an existing roof projection to the eastern roof slope, insertion of four rooflights within the existing roof slopes and formation of external off-street parking space, in order to facilitate to the conversion of the building into a two-bed dwelling (Use Class C3). The committee report is attached as appendix 4 of this report.</p>				
<i>Planning Appeal</i>	<p>The Decision Notice for this grant of planning permission contained a total of 22 conditions. Condition 21 (referred to as Condition 20 in the Minutes from the Greenwich Area Planning Committee on 19/12/2016) was amended by Committee Members to require that the glass balustrade of the front terrace was obscured glazed to limit overlooking into the adjacent property. The then applicant appealed against the imposition of Conditions 2, 13, 14, 15 and 21 on the Decision Notice (ref. APP/E5330/W/17/3179820). The outcome of the appeal was that the Inspector allowed the deletion of Conditions 13, 14 and 15, granted a rewording of Condition 21, and determined that Condition 2 was acceptable and, therefore, remained applicable and unchanged. Regard has been had to the outcome of the appeal when compiling the list of draft conditions contained with Appendix 2 of this Report. A copy of the Planning Inspectors decision letter is attached as appendix 5 of this report.</p>				

<i>App Number:</i>	18/0672/SD	<i>Decision:</i>	Refused	<i>Decision Date:</i>	20/04/2020
<i>Address:</i>	Land r/o 76 VANBRUGH PARK, BLACKHEATH, LONDON, SE3 7JQ				
<i>Description:</i>	Submission of details pursuant to the discharge of conditions 2(Facing Materials), 8(Hard/Soft Landscaping), 11(Refuse Storage), 18(Cycle Storage) & 20(Mirror Details) of Planning Permission dated 17th of February 2017 (16/0428/F)				

<i>App Number:</i>	18/0850/SD	<i>Decision:</i>	Refused	<i>Decision Date:</i>	12/09/2018
<i>Address:</i>	Land rear of 76 Vanbrugh Park, Blackheath, London, SE3 7JQ				
<i>Description:</i>	Submission of details pursuant to discharge condition 6 (Construction Method Statement) of planning permission dated 17/02/2017 ref: 16/0428/F.				

<i>App Number:</i>	19/4371/SD	<i>Decision:</i>	Refused	<i>Decision Date:</i>	28/02/2020
<i>Address:</i>	Land rear of 76 Vanbrugh Park, Blackheath, London, SE3 7JQ				
<i>Description:</i>	Submission of details pursuant to the discharge of Conditions 6 (Construction Method Statement) & 7 (Basement Construction Method Statement) of planning permission 16/0428/F, dated 17/02/2017.				

<i>App Number:</i>	20/0063/SD	<i>Decision:</i>	Refused	<i>Decision Date:</i>	28/02/2020
<i>Address:</i>	Land rear of 76 Vanbrugh Park, Blackheath, London, SE3 7JQ				
<i>Description:</i>	Submission of details pursuant to the discharge of Conditions 9 (Replacement Trees) & 22 (Tree Method Statement) of planning permission 16/0428/F, dated 17/02/2017.				

<i>App Number:</i>	20/0064/SD	<i>Decision:</i>	Refused	<i>Decision Date:</i>	28/02/2020
<i>Address:</i>	Land rear of 76 Vanbrugh Park, Blackheath, London, SE3 7JQ				
<i>Description:</i>	Submission of details pursuant to the discharge of Condition 12 (Accessible & Adaptable Dwellings) of planning permission 16/0428/F, dated 17/02/2017.				

Other Relevant Applications:

<i>App Number:</i>	08/1046/F	<i>Decision:</i>	Approved	<i>Decision Date:</i>	01/08/2008
<i>Address:</i>	22 HEATHWAY (land to R/o 17 St Johns Park) BLACKHEATH, LONDON, SE3 7AN				
<i>Description:</i>	Erection of a part 2/part 3 storey 4-bed house with basement, vehicle access and associated landscaping works.				

<i>App Number:</i>	09/1496/F	<i>Decision:</i>	Refused, (Allowed at Appeal)	<i>Decision Date:</i>	25/01/2010, (07/07/2010)
<i>Address:</i>	72 & 73 Vanbrugh Park, Blackheath, London, SE3 7JQ				
<i>Description:</i>	Erection of a pair of 2-bed semi-detached houses at rear of garden facing Heathway				

<i>App Number:</i>	09/2674/F	<i>Decision:</i>	Refused, (Allowed at Appeal)	<i>Decision Date:</i>	06/07/2010, (24/03/2011)
<i>Address:</i>	Green Roof Cottage, Heathway, Blackheath, London, SE3 7AN				
<i>Description:</i>	Demolition of existing dwelling and erection of 2 x part 2/part 2½ storey 3-bed dwellings with basements one parking space per dwelling and associated new landscaping works. (Resubmission).				

<i>App Number:</i>	14/3682/F	<i>Decision:</i>	Approved	<i>Decision Date:</i>	28/09/2015
<i>Address:</i>	The Little Coach House, Heathway, Blackheath, London, SE3				
<i>Description:</i>	Demolition of the existing building and construction of a new 2-storey dwelling over basement/lower ground floor.				

<i>App Number:</i>	18/4494/F	<i>Decision:</i>	Refused, (Allowed at Appeal)	<i>Decision Date:</i>	22/03/2019, (03/01/2020)
<i>Address:</i>	ORCHARD COTTAGE, HEATHWAY, BLACKHEATH, SE3 7AN				

<i>Description:</i>	Demolition of existing dwelling and construction of two detached 2-storey 4-bedroom dwellings with associated parking, secure bin and cycle storage, amenity space and landscaping
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<i>App Number:</i>	19/3987/F	<i>Decision:</i>	Approved	<i>Decision Date:</i>	07/02/2020
<i>Address:</i>	ORCHARD COTTAGE, HEATHWAY, BLACKHEATH, SE3 7AN				
<i>Description:</i>	Demolition of existing dwelling and construction of two, 3 bedroom dwellings with associated car and cycle parking, bin storage and landscaping.				

5.0 **Proposals (in detail)**

- 5.1 The application proposes the construction of a part-2, part-2.5 storey detached house with basement. The house would be accessed from Heathway on a plot of land which historically formed part of the rear garden of No. 76 Vanbrugh Park.
- 5.2 The proposed house would have three bedrooms and would contain an off-street parking area to the front, fronting Heathway as well as refuse storage.
- 5.3 The current proposals are almost identical to those which were granted planning permission on 17/02/2017 under ref. 16/0428/F ('the Previous Permission'). The key differences between the two proposals are that the current design has been revised slightly from that approved under the Previous Permission; with the current design being considered an overall improvement (see assessment within Section 8). In addition, the site boundary of the current application covers a marginally smaller area than that covered by the Previous Permission as it does not contain an access route to Vanbrugh Park via No. 76 Vanbrugh Park.
- 5.4 The Previous Permission elapsed on 17/02/2020 as the relevant pre-commencement conditions had not been discharged. In light of this it was considered that the minor works which the current applicant had undertaken on the site did not constitute implementation of the permission. The applicant was therefore told by the Council's Planning Enforcement team to stop works and was advised that a new application for planning permission was required.

5.5 The current application for planning permission has, therefore, been made by the applicant to replace the elapsed permission.

6.0 Consultation

6.1 The consultation involved the following:

- **Twelve (12)** neighbouring properties were sent consultation letters on **22/06/2020**;
- The Blackheath Society, Greenwich Society and the Westcombe Society Environment Committee were notified by letter on **18/06/2020**;
- Internal consultees and Local Ward Councillors were consulted on **18/06/2020**;
- A press notice was displayed in the Greenwich Weekender on **01/07/20120**; and
- **Three (3)** site notices were displayed at the site on **10/07/2020**.

6.2 Statutory and External Consultees

6.3 A summary of the consultation responses received from statutory consultees along with the officer comments are set out in table below:

Details of Representation	Summary of Comments	Officer's comments
Local Ward Councillors	Councillors Brighty and Lolavar have requested updates on the status of the application over the determination period and passed on queries and concerns from local residents.	Noted
Blackheath Society	<ul style="list-style-type: none"> • House is of an inappropriate scale, mass and bulk • Adverse impact on conservation area • Loss of trees is unacceptable • Construction impacts on Heathway 	Consideration of the various concerns has been given with the relevant part of the assessment section of this report.

Greenwich Society	<ul style="list-style-type: none"> • Endorse the Blackheath Society's objections 	Comments as above
Westcombe Society	<ul style="list-style-type: none"> • Inappropriate bulk and mass • Concerns about disturbance during construction • Loss of trees is unacceptable 	Comments as above
Heathway Residents' & Neighbourhood Watch Association	<ul style="list-style-type: none"> • Development will lead to overlooking/loss of privacy • Development will lead to loss of light or overshadowing • Development will result in parking, highway, safety and traffic issues • Adverse impact on conservation area, layout and density, nature conservation • Design, appearance and materials • Previous planning decision 	Comments as above
Greenwich Housing Society	<ul style="list-style-type: none"> • Whilst the building itself has no impact on our residents, the associated disruption and disturbance of construction traffic using Heathway that causes concern. 	Noted

6.4 Local Residents

6.5 A summary of the consultation responses received from local residents, along with the officer comments are set out in table below:

Summary of Comments	Officer's comments
Objections	
Previous permission was granted on basis of deliveries being done from Vanbrugh Park	Consideration of the proposed arrangements for the demolition and construction works is contained with the Transport and Highways section of the assessment below.
Concerns regarding impact on access along Heathway during	Consideration of the proposed arrangements for the demolition

demolition and construction works, including in emergency situations	and construction works is contained with the Transport and Highways section of the assessment below.
Other plots in Heathway were wider allowing construction vehicles to park on the sites themselves	Consideration of the proposed arrangements for the demolition and construction works is contained with the Transport and Highways section of the assessment below.
Plans suggest boundary wall with No. 77 would need to be removed. No agreement for this to happen and wall is in ownership of No. 77.	Ownership is not a material planning consideration and so is not discussed within this report.
The proposals represent overdevelopment of the site.	Consideration of the design and amount of development is contained within the Design and Conservation section of the assessment below.
Proposed dwelling would overlook neighbouring properties	Consideration of the impact of the development in terms of overlooking neighbouring properties is contained within the Neighbouring Amenity section of the assessment below.
Proposed dwelling would harm the character and appearance of the conservation area	Consideration of the impact of the proposals on the Blackheath Conservation Area is contained within the Design and Conservation section of the assessment below.
Proposed dwelling is taller and projects further than other properties in the street and would result in loss of daylight and sunlight to adjacent properties.	Consideration of the amenity impacts is contained within the Impact on Neighbouring Amenity section of the assessment below.
Proposed removal of trees would alter the look and feel of the area and no explanation given for their loss.	Consideration of the tree works proposed is contained within the Trees section of the assessment below.
Support	
Proposals would involve the creation of much-needed family housing	Noted.

Proposed dwelling is well designed	Noted.
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6.6 Internal Consultees

6.7 A summary of the consultation responses received from local residents, along with the Officer comments are set out in table below:

Details of Representation	Summary of Comments	Officer's Comments
Waste Services	Raise no objection.	Noted.
Housing Occupational Therapists	<p>The proposals would meet the requirements of M4(1).</p> <p>The proposals would have minor areas of non-compliance with regard to M4(2):</p> <ul style="list-style-type: none"> • Parking space falls marginally below the required size • Parking space can be widened to 3.281m, requirement is 3.3m • No step-free access within entrance storey • Some halls / landings do not have clear width of 0.9m 	<p>Consideration of these comments is made within 'Standard of Accommodation' part of the assessment section of this report.</p>

7.0 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') (2019);
- The London Plan (March 2021) - Full details of relevant policies refer to Appendix 3;
- The Royal Greenwich Local Plan: Core Strategy with Detailed Policies ("Core Strategy" – 2014);
- Residential Extensions, Basements and Conversions Guidance Supplementary Planning Document (SPD) (December 2018);

- Blackheath Conservation Area Appraisal (2013); and
- Technical Housing Standards – Nationally Described Space Standards (Department for Communities and Local Government – March 2015).

7.2 For full details of relevant policies, SPDs and guidance documents, please refer to Appendix 3.

8.0 Planning Considerations

8.1 The planning considerations relevant to this application are as follows:

- Principle of development
- Design and Conservation
- Standard of Accommodation
- Impact on Neighbouring Amenity
- Waste and Recycling
- Transport and Highways
- Trees
- CIL

Principle of Development

8.2 When planning permission was originally granted in 2017 the application was assessed against the requirements of the National Planning Policy Framework (NPPF), The London Plan (2016), The Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014), The Nationally Described Space Standards (2015), The Mayor of London Housing SPG (2016) and the Blackheath Conservation Area Character Appraisal (2013). Since the granting of planning permission, the above policy framework remains in force except that the 2016 London Plan was replaced in March this year by the 2021 London Plan.

8.3 In respect of land use, the NPPF sets out the need for new housing and that the effective use of land should be promoted to meet the need for homes and other uses.

8.4 When granting planning permission in 2017, the London Plan (2016) acknowledged the pressing need for housing in London and identified minimum housing targets for individual boroughs. For the Royal Borough of Greenwich this consisted of a minimum of 26,850 dwellings between 2015 and 2025. The pressing need for new homes is still an identified issue in the

2021 London Plan with Policy GG4 stating that to create a housing market that works better for all Londoners, those involved in planning and development must ensure that more homes are delivered. Due to the continued pressing need for housing, Policy H1 of the 2021 London Plan has set the Royal Borough of Greenwich a 10-year target for net housing completions of 28,240 between 2019/20 and 2028/29.

- 8.5 To assist in meeting the net housing targets, Policy H2 of the 2021 London Plan states that Borough's should pro-actively support well-designed new homes on small sites (below 0.25ha in size) and that of the 28,240 net dwellings to be delivered, these sites should accommodate 3010 dwellings.
- 8.6 Whilst the above supersedes the housing targets as outlined in Policy H1 of Core Strategy, the requirement that at least 99% of new homes are built on brownfield land remain. It was accepted for planning application 16/0428/F that the application site does not constitute brownfield land, and this remains the case. Notwithstanding this it was considered for application 16/0428/F that the principle of development in land use terms was acceptable as policy did permitted a small proportion of new dwellings to be built on non-brownfield land. Furthermore, the development would comply with the established layout of Heathway, which is a street formed principally by the gradual development of rear gardens (backland development) of large houses that front Vanbrugh Park to the north and St. John's Park to the south.
- 8.7 The layout of Heathway has not changed significantly since the grant of planning permission in 2017, with the exception that planning permission has been allowed for the redevelopment of Orchard Cottage as set out in the Planning History Section of the report. As such it is still considered in land use terms that there is no policy justification for why a dwellinghouse could not be provided on the site, which is within an established residential area.
- 8.8 The principle of development is therefore acceptable subject to other material planning considerations being met, such as creating a high-quality design and an acceptable level of residential accommodation.

These matters are considered below in the report and include those matters set out in Policy H(c) of the Core Strategy, which seeks to prevent unacceptable residential developments on backland and infill sites. Backland and infill development will only be acceptable where the following criteria are met:

- i. There is no unreasonable reduction in the amount of amenity space enjoyed by existing residents, especially for those in houses with the shared use of a garden;
- ii. There is no unreasonable loss of privacy from overlooking adjacent houses and/or their back gardens (also see Policy DH(b));
- iii. There is no unreasonable increase in noise and disturbance from traffic gaining access;
- iv. There is no significant loss of wildlife habitats, particularly trees or shrubs which would adversely affect the appearance and character of the area; and
- v. The character of the area is maintained with particular regard to the scale, design and density of the development.

8.9 An assessment of the proposals against the criteria of Policy H(c) will be undertaken within the relevant sections, below.

Design

8.10 The site is within the Blackheath Conservation Area and the Buffer Zone to the Maritime Greenwich World Heritage Site. Whilst the site itself does not contain a locally listed building, it is within the setting of the locally listed No. 76 Vanbrugh Park (part of a group with Nos. 49 – 79 (consec.)). As such, it is important to ensure that any developments preserve and enhance the character and appearance of these designated and non-designated heritage assets.

8.11 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires special attention to be paid to the preservation and enhancement of the character and appearance of conservation areas. Chapter 16 of the National Planning Policy Framework (NPPF) identifies the significance of heritage assets (which also includes World Heritage Sites) and places an importance on their conservation. Paragraph 193 of the NPPF states that when assessing planning applications affecting heritage assets, great weight should be placed on their conservation. Paragraph 194 of the NPPF states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Paragraph 196 states that where a development will lead to less than substantial harm to the designated heritage asset this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

- 8.12 When the development was previously considered Policy 7.8 of the 2016 London Plan related to Conservation Areas and stated that development affecting heritage assets and their settings should conserve their significance, by being sympathetic to their form, scale, materials and architectural details. Under the 2021 London Plan the comparable policy is HCI. This states that:

Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage conservations early on in the design process.

- 8.13 Core strategy Policy DH3 and DH(h) remain in force and relate to the preservation of heritage assets. Specifically, DH(h)(i) states that:

Planning permission will only be granted for proposals which pay special attention to preserving or enhancing the character or appearance of the Conservation Area. The local scale, the established pattern of development and landscape, building form and materials will be taken into account.

- 8.14 In terms of the Buffer Zone to the Maritime Greenwich World Heritage Site, when considering the previous application Policy 7.10 of the 2016 London Plan required development to protect World Heritage Sites, including any buffer zones. Policy HC2 of the 2021 London Plan is the comparable policy and again seeks to ensure that development proposals protect World Heritage Sites, including any buffer zones. In particular development should not compromise the ability to appreciate their Outstanding Universal Value, or the authenticity and integrity of their attributes.

- 8.15 Within the Core Strategy Policies DH3 and DH4 also seek to protect and enhance the Outstanding Universal Value of the World Heritage Site.

- 8.16 As already stated, 49-79 Vanbrugh Park are local listed buildings. In this regard Paragraph 197 of the NPPF states that a balanced judgement should be made having regard to the scale of any harm or loss and the significance of the heritage asset. Policy DH(j) of the Core Strategy states that substantial weight will be given to protecting and conserving the particular characteristics that account for the designation of locally listed buildings.

- 8.17 Whilst it is acknowledged that 2016 London Plan has been replaced by the 2021 London Plan, this change has not resulted in any material change in

planning policy regarding heritage and conservation since the previous application was approved.

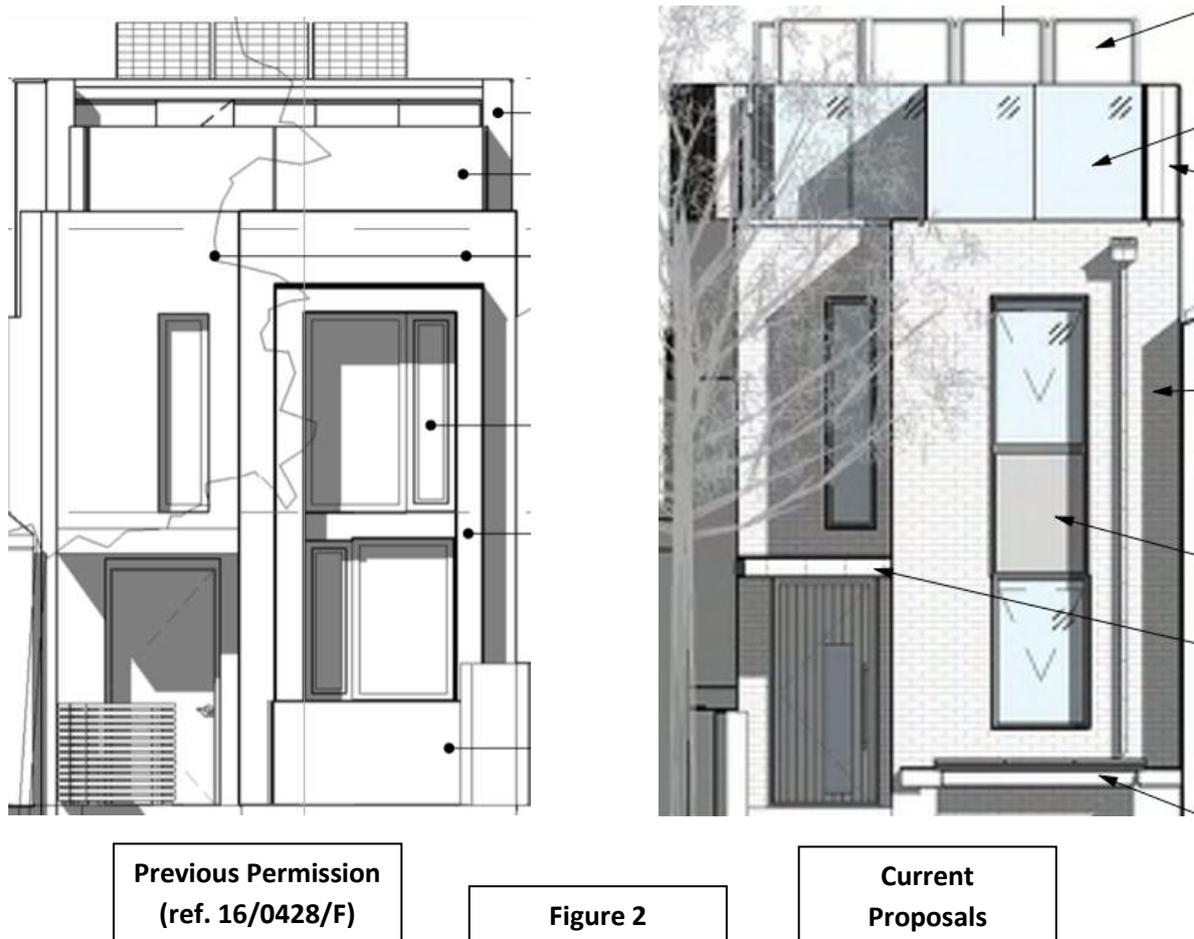
- 8.18 In terms of general design the previous consent was assessed against the 2016 London Plan Policy 7.4 and Core Strategy Policy DH1. London Plan Policy 7.4 required development to have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of the surrounding buildings. This has been replaced by Policies D3 and D4 of the 2021 London Plan. Policy DH3 sets out that all development must make the best use of land by following a design-led approach that optimises the capacity of site. The policy then sets out how this is to be achieved in terms of form and layout and quality and character. Policy D4 sets out the tools available to the Local Planning Authority to achieve the aims of Policy D3, but it is acknowledged that the use of these tools needs to be proportionate to the scale of development proposed.
- 8.19 Policy DH1 of the Core Strategy states that requires all developments to be of a high quality of design and demonstrate that they positively contribute to the improvement of the built and natural environments. To achieve a high quality of design, all developments are expected to provide a positive relationship between the proposed and existing urban context by taking account of; the architecture of the surrounding buildings; and the scale, height, bulk and massing of the adjacent townscape.
- 8.20 To set the context for the current proposals, it is important to understand the nature of Heathway. Historically, Heathway was an informal back lane for the properties on Vanbrugh Park and St Johns Park but the lane developed over time through the construction of many houses on back-garden / backland plots. This position is set out in the Blackheath Conservation Area Character Appraisal, which also acknowledged that Heathway has no historic significance other than the coach house and the Little House. As has been set out earlier in the report the Coach House was re-developed under application I4/3682/F. Accordingly, this development of Heathway has resulted in a mixture of building forms and styles being deemed acceptable and to not harm the character and appearance of the Blackheath Conservation Area, the Maritime Greenwich World Heritage Site or adjacent locally listed buildings. Accordingly, the principle of a contemporary development has been established along Heathway. This same acceptability applies to the application proposals, which are considered to comply with the relevant design and conservation policies and would not have an adverse impact on the character and appearance of the Blackheath Conservation Area, the buffer zone to the Maritime Greenwich World Heritage Site or the

locally listed buildings. Any potential harm would be off-set by the public benefit of a new dwelling.

- 8.21 The current proposals are predominantly unchanged from those which were granted under the Previous Permission (ref. 16/0428/F). The changes involve slight variations to the design and finish of the proposed dwelling and a marginal decrease in the size of the site due to the removal of an access route to Vanbrugh Park via No. 76 Vanbrugh Park which was included within the site boundary of the Previous Permission. Changes to the ownership of the site, and associated updates to the Land Registry for the property, mean that this access route is no longer available and has accordingly been omitted from the submitted drawings.
- 8.22 With regard to the removal of the access route, objections have been received which raise concerns that the reduced site area results in the proposed dwelling constituting overdevelopment of the site, with the objections stating that the resulting density of the site would be unacceptable. From a comparison of the submitted drawings from the Previous Permission and the current application, it can be seen that the omitted access route had a width of 0.9m and went from the rear of the currently proposed northern boundary of the site to Vanbrugh Park. The narrowness of the access route means that it could not be reasonable said to contribute to the overall footprint of the plot and, therefore, it is considered that its omission does not materially change the size of the site.
- 8.23 Notwithstanding the above, the new London Plan has removed the 'density matrix' which was contained within the previous London Plan and which provided an estimation of acceptable density for a site based on a combination of its general location type and its PTAL rating. Instead, the new London Plan identifies that a 'design-led' approach should be taken in ascertaining the appropriate density of a site. In the case of the application site, the proposals relate to a single detached dwelling in an area which is characterised by a mixture of detached and semi-detached properties of a comparable overall scale and design. Whilst it is acknowledged that the width of the application site is quite narrow, this is not dissimilar to other plots within Heathway, particularly on the northern side of the street.
- 8.24 This was also acknowledged as part of the assessment of the previous consent, with the report considered by the committee stating at paragraph 12.2:

In terms of the plot width it is acknowledged that the application site is relatively narrow and as a result the footprint of the building extends up to the boundary. However, this is not a ground on which planning permission can be refused as there are examples of other properties on the north side of Heathway that either extend right up to or nearly take up the full width of the site. Indeed, the characteristic of the plot sizes along Heathway is that on the south side the individual plots are generally more generous in size with properties being detached, whilst those on the north side are more compact with properties being main semi-detached or laid out as a terrace (Hatfield Court)

- 8.25 Accordingly, it is considered that the proposed building remains acceptable within the plot and has been sensitively designed to work within the available space. Consideration of the design is made within the paragraphs below but, to summarise, it is considered that the proposed dwelling represents an acceptable scale and quantum of development for the site.
- 8.26 As with the previously permission in terms of scale and bulk from Heathway, the proposed development would appear as a two and half storey property with a maximum height of 7.7 metres. The visual appearance of the building height would be minimised when viewed from Heathway due to the top floor being set back by 4.9 metres from the front of the property and as the proposed dwelling itself would be set back from the edge of Heathway by approximately 5.6 metres at the closest point. The set-back area of the top floor is proposed to be used as a private terrace with 1.4m glass balustrading around the three open sides.
- 8.27 The paragraphs below set out the minor variations in the design of the current proposals to those within the Previous Permission.
- 8.28 Figure 2 (below) shows the differences between the currently proposed front elevation (right) in comparison to that which was approved under the Previous Permission (left).



8.29 As can be seen from the above images and from the submitted drawings from both applications, the overall scale, bulk and massing of the current proposals remain predominantly unchanged from the previous permission. The key noticeable difference is the proposed omission of the projecting window surround which was contained within the previous proposals, along with the associated reduction in the width of the windows on this elevation. Other changes are the removal of the fence in front of the front door; a slight increase in the height of the proposed glass balustrading at part-second floor level; a redesigned front door; and an increased number of solar panels. It is noted that the increase in the height of the glass balustrade is to address the issues raised at committee for the previous application regarding overlooking and privacy to the Little House.

8.30 It is considered that the slight alterations to the design represent an improvement over the previous permission as the positioning and proportions of the various features result in a more uniform arrangement. The removal of the window surround is particularly welcomed. It is prudent to note that whilst the number of solar panels proposed (eight) is an increase

over those approved under the previous permission (six), the panels would be set at a low angle as shown in the submitted side elevation drawings and so would be almost entirely hidden from street level. The proposed opaque 1.6m balustrade would be materially unchanged over the previous situation.

- 8.31 A raised lightwell is proposed to be incorporated into the design of the front elevation. The lightwell would be an acceptable feature and would sit approximately 0.6m above ground floor level, would have a width of 2.9m and a depth of 1.3m.
- 8.32 At the rear of the proposed house, the maximum height would be 8.9 metres due to the excavation works associated with the proposed lower ground floor level. The ground floor would project 7.0 metres beyond the rear wall of The Little Coach House, with the first-floor projecting 3.7 metres and the second floor 2.7 metres. These measurements remain unchanged from the previous permission and would give the rear elevation a stepped appearance, which would assist in reducing its overall height and bulk.
- 8.33 Figure 3 (below) shows the differences between the design of the rear elevation as approved under the Previous Permission and what is now proposed under the current application.



Previous Permission
(ref. 16/0428/F)

Figure 3

Current
Proposals

8.34 As can be seen from a comparison of the drawings, the current proposals remain predominantly unchanged from those within the Previous Permission. The key changes are the removal of the projecting element at first floor and a slight redesign of the projecting element at second floor level. Also, the height of the ground floor has been reduced from 3.6m to 3.4m. As stated previously in relation to the front elevation, the number of solar panels at roof level is also increased from six to eight but these would be set at a low angle to be most effective. The only other change is the addition of rainwater pipes though it is noted that no rainwater pipes were shown on any of the drawings for the Previous Permission when it can reasonably be concluded that these would be required.

8.35 It is considered that the minor changes between the Previous Permission and the current proposals would not result in any changes to the conclusions reached within the assessment of the Previous Permission i.e. that the proposals were acceptable. Notwithstanding this, the proposals are

considered acceptable in design terms irrespective of the presence of a previous similar proposal.

- 8.36 As with the previous application the proposed development incorporates a basement level. Within adopted planning policy there is no presumption against the provision of a basement level. In design terms, the Council's Residential Extension, Basement and Conversion SPD provides guidance on basement developments in respect of their scale, depth and character and appearance.
- 8.37 The proposed basement level is modest in its size, having a floor area of approximately 37sqm and being single storey in depth. The basement level would be to the front of the property with a small glazed lightwell virtually flush with ground level. Overall the proposed basement level is proportionate in terms of its size and scale and would not have any adverse impact on the character and appearance of the area.
- 8.38 With regard to the proposed material palette of dark grey / brown bricks, anthracite grey aluminium window and door frames and zinc cladding, it is considered that these would give the development a high-quality finish appropriate for its sensitive setting within the buffer zone to the Maritime Greenwich World Heritage Site and the Blackheath Conservation Area, as well as the setting of the locally listed No. 76 Vanbrugh Park.
- 8.39 A detached bin store is proposed to be constructed within the front driveway area of the property. The store would be constructed from cedar slats and posts and would have a height of 1.3m, a width of 0.9m and a depth of 2.3m. It is considered that the store would be of an acceptable scale and appearance for the plot and would not harm the character and appearance of the Blackheath Conservation Area.
- 8.40 A wooden bike store is proposed to be installed within the private rear garden of the property. No specific details of the store have been provided but an area is shown which would accommodate two cycles. As the store is likely to be entirely hidden from public vantage points, it is considered that it is acceptable in design terms.
- 8.41 On the basis of the above, it is considered that the proposals would preserve the character and appearance of the Blackheath Conservation Area, the buffer zone to the Maritime Greenwich World Heritage Site and the setting of the locally listed No. 76 Vanbrugh Park. The proposals would therefore accord with Policies D3, D4, HCI and HC2 of the 2021 London Plan, Policies

DH1, DH3, DH4, DH(h) and DH(j) of the Core Strategy and the Blackheath Conservation Area Appraisal (2013) and are acceptable in design terms.

Standard of Accommodation

Size of Dwelling

8.42 When assessing the previous application Policy 3.5 of the 2016 London Plan required all housing developments to be of the highest quality internally, externally. To achieve this table 3.3 of Policy 3.5 and the Nationally Described Space Standards set out the required space standards. The above requirements were supported by Policy H5 of the Core Strategy.

8.43 For the current application the Nationally Describe Space Standards remain in place with Policy D6 and table 3.1 of the 2021 London Plan also relevant. The proposals relate to the construction of a 3-bedroom 6-person residential house (Class C3) spread over two and a half above-ground floors and a basement. An assessment of the proposed dwelling in terms of the required space standards are set out in the below table.

Unit Type	Room	Policy Requirement	Size	Pass / Fail
Three Storey House (3b/6p)	Overall Floor Area (GIA)	108sqm	180sqm	Pass
	Floor to ceiling height	2.3m for at least 75% of gross internal area (Nationally Described Space Standards) 2.5m for at least 75% of gross internal area (London Plan)	2.5m for 100%	Pass
	Bedroom 1 (Double)	11.5sqm	17.9sqm	Pass
	Bedroom 2 (Double)	11.5sqm	16.9sqm	Pass
	Bedroom 3 (Double)	11.5sqm	18.7sqm (24.6sqm)	Pass

			with en-suite)	
	Built-in storage	2.5sqm	Considerably exceeds requirement	Pass

8.44 As shown in the above table, the proposed house would accord with, and in some instances considerably exceed, the minimal internal space standards of the London Plan and Nationally Described Space Standards.

Outlook, Light, Privacy and Noise

8.45 Policy D3 of the 2021 London Plan requires development to deliver appropriate outlook, privacy and amenity for prospective occupiers. This is further supported by Policy D6(c) and (d), which relates to the creation of dual aspect units and the provision of sufficient daylight and sunlight. Standard 29 of the Mayor of London's Housing SPG (2016) states that developments should minimise the number of single aspect dwellings. Standard 32 of the SPG states that all homes should provide for direct sunlight to enter at least one habitable room for part of the day. Standard 28 of the SPG states that design proposals should demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces.

8.46 The above is supported by Policy H5 of the Core Strategy, which states that the quality of new housing should meet the standards of the Housing SPG. Policy H5 also confirms the Council's presumption against single-aspect north facing units and a presumption in favour of dual-aspect units, where possible.

8.47 The proposed dwelling would contain windows on the northern and southern elevations at all levels (excluding basement level), as well as some roof lights. It is considered that the proposed windows and roof lights would be a considerable distance from any neighbouring properties or other structures and would benefit from a reasonable level of daylight and sunlight being able to penetrate into the property. Similarly, it is considered that due to the locations of the windows relative to adjacent properties, they would not suffer from overlooking or privacy issues or a poor outlook.

8.48 On the basis of the above, it is considered that the proposed dwelling would benefit from a good standard of accommodation in terms of outlook, levels of daylight and sunlight and privacy. Accordingly, the proposals would accord

with Policies D3 and D6 of the London Plan, the Mayors Housing SPD and Policy H5 of the Core Strategy.

Private Amenity Space

- 8.49 As with the previous proposal Policy H5 of the Core Strategy states that family housing should normally have direct access to a private garden and that a minimum of 50m² of garden space should be provided in houses of up to 3 bedrooms. This significantly exceeds the private amenity space requirements of both Policy D6 of the 2021 London Plan and Standard 26 of the Mayor's Housing SPG (2016).
- 8.50 The submitted documentation shows that the proposed dwelling would contain a private rear garden with terrace area, covering a total area of approximately 83.0sqm. In addition, a front roof terrace at second floor level would cover 17.4sqm and a balcony to the rear would cover 4.9sqm, thereby providing a total of approximately 105.3sqm of private amenity space.
- 8.51 The type and size of the proposed private amenity space is therefore considered to be acceptable in line with the above policies and guidance.

Accessibility

- 8.52 Policy D5 of the 2021 London Plan requires development proposals to achieve the highest standards of accessible and inclusive design. This is further expanded upon under Policy D7, which requires compliance with Building Regulations requirement M4(2). At the local level, Policy H5 of the Core Strategy supports the principles of inclusive living environment and Policy DH1 of the Core Strategy requires all new developments to achieve accessible and inclusive environments.
- 8.53 The Council's Occupational Therapist has reviewed the proposals and has confirmed that the proposals generally accord with the requirements of M4(2) but with some minor areas of non-compliance. These relate to the proposed car parking space falling slightly below the required size; the potential widened parking space being below the 3.3m requirement; the property not having step-free access within the entrance storey; and, some halls / landings within the dwelling not having a clear width of 0.9m.
- 8.54 In relation to these areas of non-compliance, the applicant has provided a justification document (dated 25/11/2020) and from reviewing this document it is considered that, on balance, the minor areas of non-compliance are

outweighed by the benefits of the proposed development; namely, the introduction of a family unit in an established residential area.

- 8.55 Accordingly, a condition has been added to the draft decision notice which would require the development to be compliant with M4(1) 'Visible Dwellings' which is the level below M4(2).

Impact on Neighbouring Amenity

- 8.56 Policy DH(b) of the Core Strategy states that developments will only be permitted where it can be demonstrated that the proposal does not cause an unacceptable loss of amenity to adjacent occupiers by reducing the amount of daylight, sunlight or privacy they enjoy or result in an un-neighbourly sense of enclosure. This is supported by London Plan Policy D6, which requires the design of development to provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.
- 8.57 It is considered that the relevant properties for the consideration of amenity impacts are Nos. 75, 76, 77 Vanbrugh Park, No. 3 Heathway, The Little Coach House and The Little House. All other properties are considered to be a sufficient distance from the application site.

Nos. 75, 76, 77 Vanbrugh Park

- 8.58 With regard to the Vanbrugh Park properties, it was noted for the previous application that these properties are set approximately 31m away from the application site as a result of the long rear gardens. This back to back distance would be maintained and, accordingly, it is considered that the introduction of the proposed dwelling would not give rise to any significant adverse impacts on the amenity enjoyed by the residents of Nos. 75, 76 and 77 Vanbrugh Park by way of loss of daylight, sunlight, privacy or outlook or increased overshadowing, overlooking, overbearing or sense of enclosure. As with the previous application it is acknowledged the rear garden of 77 Vanbrugh Park has not been developed and the proposed development could have some impact on the bottom section of this garden. However, due to the overall size and extent of the garden belonging to this property any impact is considered not to be sufficient to warrant the refusal of planning permission.

No. 3 Heathway

8.59 Similarly, it is considered that No. 3 Heathway would not be unduly affected by the proposals. This is, in part, due to No. 3 being located to the west of the application site and this property being separated from the application site by the rear garden of No. 77. Furthermore the proposed dwelling would not contain any windows in the western flank wall which faces towards No. 3. Whilst it is noted that some slight overlooking may occur from the proposed first floor rear balcony, it is considered that this would be largely mitigated by the separation distance and the proposed opaque balustrade on this side of the balcony. Accordingly, it is considered that the proposals would not give rise to any significant adverse amenity impacts on No. 3 Heathway.

The Little Coach House

8.60 With regard to The Little Coach House, it is considered that the proposals would not give rise to any material loss of privacy or increased overlooking for the residents of the adjacent property. This is as the proposed flank wall facing the property would not contain any windows. Whilst it is acknowledged that the proposed rear balcony would allow for some overlooking into the rear garden of the neighbouring property, it is noted that this would be reduced as the balcony is set off the boundary and through the use of opaque glazing for the balustrade. The remaining level of overlooking is considered to not be over and above what would be reasonable to expect from upper floor windows in the rear elevation of a property.

8.61 Similarly, whilst it is noted that the proposed front roof terrace would be located in close proximity to the existing roof light in the western roof slope of The Little Coach House, it is considered that there would not be an unacceptable level of overlooking from the terrace due to the balustrade and the line of sight.

8.62 When the previous application was considered the impact of the front terrace area in terms of overlooking and privacy was an issue and was debated at length. However, the issue of concern was in respect of overlooking to the Little House on the opposite site of Heathway rather than the Little Coach House. The committee was satisfied that there would be no impact on the Little Coach House. As such the Committee in granting planning permission amended the relevant planning condition so that the balustrade would be set back 3m from the front building line and that its height would be increased to 1.6m. It is, therefore, considered that the conclusions reached within the assessment of the Previous Proposals remain applicable in that the proposed

front roof terrace would not result in a material loss of privacy or increased overlooking into the Little Coach House.

- 8.63 As the proposed dwelling would be located to the west of The Little Coach House and would be set behind the front building line of the adjacent property, it is considered that its introduction would not give rise to any significant adverse loss of daylight and sunlight for the residents of The Little Coach House. Whilst it noted that the proposed dwelling would extend beyond the rear building line of The Little Coach House by 7.0 metres, the sunken ground floor element would be almost entirely hidden and, therefore, the visual projection would only equate to approximately 3.6 metres.
- 8.64 A Daylight and Sunlight Assessment ('DSA') (prepared by T16 Design Ltd and dated January 2016) has been submitted as part of the application. Whilst it is noted that the DSA is the same document which was submitted for the previous permission, it is considered that it remains applicable since the overall bulk, scale, massing and positioning of the proposed dwelling remains almost entirely unchanged in the current proposals.
- 8.65 The DSA contained modelling of the current dwelling at The Little Coach House which had not been constructed at the point of the time of the document. However, from a review of the DSA against the approved drawings of The Little Coach House and the physical building as seen from online mapping, it is considered that the model accurately captures the form and positioning of The Little Coach House.
- 8.66 The DSA uses a Vertical Sky Component (VSC) method of assessment, which the BRE guidelines recommend that windows should be no less than 80% of its former value, to avoid a noticeable loss of light. The DSA shows that each of the assessed windows within The Little Coach House (Nos. 4 – 7, see pages 9 and 10 of the DSA) would all retain above 82% of the VSC, thereby according with the BRE recommendations.
- 8.67 The DSA also contains an assessment of the Annual Probable Sunlight Hours (APSH), which calculates the number of hours of direct sun falling on a surface over a given period. The BRE guidance states that windows should continue to receive in excess of 80% of their pre-development value, or 25% of available hours over the year, and 5% of hours in winter to be considered well sunlit. The BRE guidance also states that only windows which face within 90° of south need to be assessed for sunlight. Accordingly, only one window in The Little House Coach (Window 4) needs to be assessed for APSH and the

results on page 11 of the DSA show that the window would retain 87.80% of sunlight over the whole year and 99.87% in the window months.

- 8.68 On the basis of the above, it is considered that the submitted DSA demonstrates that the proposed house would not result in an adverse loss of daylight or sunlight for the residents of The Little Coach House.

The Little House

- 8.69 The Little House is located on the opposite side of Heathway to the application site and to the south of the application site. As such the proposed development would not have any impact in terms of a loss of daylight or sunlight.
- 8.70 A 10m separation distance would exist between the application site and the Little House. As with the previous application it is considered that the proposed development, due to the extent of the set back at second floor level, the set back of the property as a whole, and the angled position of the proposed dwelling, would not result in any significant adverse increase in sense of enclosure.
- 8.71 In terms of overlooking and a loss of privacy, the first-floor window at the front of the proposed property would be a bedroom window. Although a bedroom is a habitable room, its use is mainly at night and any overlooking from this window would therefore be limited.
- 8.72 As discussed above the impact of the balcony area at the front of the property was discussed at length when planning permission was previously granted with condition 21 amended so that the glass balustrade was to have a height of 1.6m, be obscured glazed and set back 3m from the front building of the approved house.
- 8.73 The amendment to this condition was the subject of an appeal (ref. APP/E5330/W/17/3179820). The outcome of the appeal was that the Inspector found that the bulk of the wording in condition 21, in respect of the height of the glass balustrade and it being obscured glazed, was necessary and reasonable to protect the living environment of the adjacent properties. However, the Inspector did not agree that the balustrade needed to be set back 3m to prevent overlooking. In light of the conclusions reached by the Planning Inspector the current proposal would retain the obscured balustrade at a height of 1.6, but without a setback, which is considered acceptable.

8.74 It is therefore considered that the amenity enjoyed by the residents of The Little House would not be unduly affected by the proposed house.

Construction Works

8.75 Core Strategy Policy E(a) states that planning permission will not normally be granted where a proposed development would have a significant adverse impact on the amenities of adjacent occupiers as a result of unacceptable emissions of noise, light, vibrations, odours, fumes, dust, water and soil pollutants.

8.76 With regards to basement developments the Council's Residential Extensions, Basement and Conversions Guidance SPD states that all planning applications which involve basement development should be accompanied by a Basement Impact Assessment (BIA) to assess the impact of the proposals upon the dwelling, neighbouring properties and the environment. In addition to a BIA the application has also been accompanied by a Basement Construction Method Statement as well as Construction Method Statement for the development as a whole.

8.77 It is accepted that in all development there will be some level of disturbance during construction. Whilst this is the case noise and disturbance associated with building works are temporary and can be controlled by appropriate planning conditions to ensure that any impact is kept to an acceptable level.

8.78 Within the construction method statements the applicant has set out the project time scale and phases for the development as (57 weeks) and confirmed that the hours of operation at the site would be:

Monday to Friday – 9am to 6pm

Saturday – 8am to 2pm

Sunday and Bank Holidays – No working

No works on site will be permitted or carried out outside these hours.

8.79 The above standard hours are generally those supported by Environmental Health except for Saturday working ceasing at 1pm. The construction method statements also set out details in respect of dust, noise and vibration and would be secured via planning conditions.

8.80 In regard to the BIA this has been produced by GabrielGeo Consulting who provide a comprehensive ground engineering service, including planning

related reports such as BIA. The BIA that has been submitted has been prepared by a suitably qualified professional and addresses matters in respect of the sites geology, hydrological setting (surface water and ground water), ground investigation and an impact assessment of the proposed works, including monitoring. The application site is also in an area at low risk of flooding (Flood Zone 1). It is acknowledged that the BIA was produced in April 2018 and whilst it is unlikely that there has been any material change since its preparation it is recommended that an up to date BIA is secured by a planning condition.

8.81 On the basis of the above, it is considered that the proposals would comply with Policy E(a) of the Core Strategy and can therefore be supported on amenity grounds.

Waste and Recycling

8.82 Policy SI 7 of the 2021 London Plan promote the reuse and recycling of waste materials, and work towards zero biodegradable or recyclable waste to landfill. Policy DHI of the Core Strategy requires developments to demonstrate on-site waste management including evidence of waste reduction, use of recycled materials and dedicated recyclable waste storage space.

8.83 The submitted documentation shows that a refuse and recycling store is proposed to be installed within the front driveway area of the property. The store is considered acceptable in design terms (see design section) and would be of a size which could contain the following:

- 1 x 240 litre green-topped wheeled bin for food and garden waste.
- 1 x 240 litre blue-topped wheeled bin for mixed dry recyclables.
- 1 x 240 litre black-topped wheelie bin for refuse.

8.84 The submitted drawings and information for the proposed store have been reviewed with the Council's Waste Strategy Officer who has stated that the proposed arrangements are acceptable and therefore raised no objection.

8.85 In light of the above, it is considered that the proposals are acceptable in waste and recycling terms and would accord with Policy SI 7 of the 2021 London Plan and Policy DHI of the Core Strategy.

Transport and Highways

Car Parking

- 8.86 Policy T6 of the 2021 London Plan seeks to minimise the reliance on the private car, with Policy T6.1 setting out the parking standards for residential development. In this regards The Royal Borough of Greenwich is classified as an Inner London Authority and on that basis the London Plan sets out that a site with a PTAL of between 3 and 4, up to 0.25 parking spaces per dwelling should be provided.
- 8.87 At the local level, Policy IM(c) of the Core Strategy requires developments to provide the minimum level of car and cycle parking in line with the standards set out in the London Plan.
- 8.88 The proposal would deliver a single parking space to the front of the dwelling. Whilst this is above the maximum threshold set out by the London Plan it is not physically possible to only provide 0.25 space for a single dwelling development. In light of this it is considered acceptable in this instance to support the provision of a single parking space as part of the proposed development.

Cycle Parking

- 8.89 Policy T5 of the 2021 London Plan states that the Mayor is committed to cycling in London and to improve the experience of cycling by providing safe and attractive routes that encourage people to cycle more frequently. Table 10.2 of the London Plan requires two long-stay cycle parking spaces for units with two or more bedrooms.
- 8.90 The submitted documentation states that a secure cycle store is proposed to be installed in the rear garden of the proposed dwelling. The submitted Bike Store Plan (ref. 1097-E2-0553 Rev. PL01) shows that the store would be of a size which would be able to accommodate two bicycles. Accordingly, the proposed cycle parking provision is considered acceptable. Whilst the position of the cycle store at the rear of the property will require the transporting of the bicycle through the property, it is considered that the predominantly open-plan layout of the ground floor would mean that this process would be straightforward for the user.
- 8.91 The provision of the cycle storage would be secured via the imposition of a planning condition.

Demolition and Construction Works

- 8.92 As outlined within Section 6 of this report, a key concern raised by objectors relates to the potential impact on Heathway during the demolition and construction work associated with the proposed development.
- 8.93 Paragraph 109 of the NPPF states that developments may only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 8.94 Policy T7 of the 2021 London Plan relates to delivers, servicing and construction work. This requires Construction Logistic Plans to be developed in a way which reflects the scale and complexities of developments and that during the construction phase of development, inclusive and save access for people walking or cycling should be prioritised and maintained at all times.
- 8.95 The application has been accompanied by a Basement Construction Method Statement and a Construction Method Statement. These documents outline the project time scale and phases for the development as 57 weeks and the measures to be installed to minimise disruption along Heathway. It is considered that these documents provide a considerable amount of information relating to the proposed development; far greater than is typical for a development of this size. This is in part due to the complexities of the site, that previous submission to discharge the construction method statement conditions attached to the previous consent were refused and in light of concerns raised by residents.
- 8.96 The complexities of the site are due to Heathway being a narrow, unmade private road and that due to the restricted nature of the site deliveries to the site will need to take place on the road itself. To address this a traffic management strategy has been sent out, which includes the following:
- i. All vehicles will enter Heathway from Stratheden Road and exist onto Vanbrugh Park;
 - ii. All deliveries to the site will be scheduled a minimum of 24 hours in advance and provided with a +/- 10 minute arrival slot;
 - iii. Notification of arrival at site 15 minutes before delivery. This will enable the banksman to be in place (see point 7 below);

- iv. Where a vehicle is delayed and is due to miss a delivery slot, the delivery will be re-scheduled;
- v. A weekly summary of proposed deliveries and collections will be displayed at the site entrance;
- vi. The site manager will ensure that local residents are informed of the delivery and collections schedules for the site;
- vii. Direct discussions will also be had with the site manager for the development at Orchard Cottage so as to avoid clashes with that site;
- viii. All deliveries and collections will be overseen by a banksman who will meet arriving vehicles and oversee their movement along Heathway;
- ix. Should an emergency vehicle require access then operations shall cease and the vehicle will move out of Heathway under the banksman control, to allow emergency vehicles access and return when the road is clear;
- x. Deliveries will be scheduled to be between the hours of 10am and 3pm Monday to Friday and 10am to 12 noon on Saturdays to avoid peak traffic times;
- xi. Neighbour Liaison will be set up and consist of a letter drop to the neighbouring residential properties informing them of the works and key contacts and arrange a meeting with the local community groups to discuss the project, programme of works, timings and key dates to minimise the impact of the development; and
- xii. A complaints procedure will be put in place.

8.97 The construction method statements identify that the proposed works would be split into five phases. For each of the phases, the construction method statement sets out the average number of vehicles which are anticipated to arrive at the site per day and how long the vehicles are to be on the site for. This is set out in the table, below:

Construction Phase	Programme (No. of Weeks)	Max. Vehicles Per Day	Anticipated Time Per Visit	Total Time Per Day
Phase 1	3	2	15 mins.	30 mins.
Phase 2	10	6	10 mins.	60 mins.
Phase 3	16	4	20 mins.	80 mins.
Phase 4	20	2	10 mins.	20 mins.
Phase 5	8	2	15 mins.	30 mins.

- 8.98 As can be seen from the above table, Phase 2 would result in the most vehicles arriving at the site per day at 6 with the anticipated time per visit being 10 minutes or 60 minutes across the whole day. Phase 3 is anticipated to have the longest cumulative time per day of vehicles being present on the site at 80 minutes (one hour and twenty minutes) across the day. The construction method statements also outline the types of vehicles that will come to the site (Grab Truck, Midi Skip, Readymix Delivery Truck, 7.5 tonnes flatbed rigid and light goods vehicles including transit vans), which will have a maximum width of 2.6m. Evidence submitted from surrounding residents show that at the application site, the road itself has a width of 2.8m.
- 8.99 To ensure that the mitigation measures set out within the CMS and BCMS are carried out, the documents are contained within the list of approved documents and would be secured via a planning condition.
- 8.100 Notwithstanding the above, it is noted that a number of objections have been received which state that the ownership of Heathway is split between the relevant properties along Heathway. Accordingly, the objections state that the use of Heathway for the construction works would be in laws outside the scope of the planning system. For the purposes of the clarity, the legal status and ownership of Heathway is not a material planning consideration and has, therefore, not been considered as part of the assessment of this application. Should permission be granted, the applicant would need to seek the relevant permissions for the use of Heathway for the works, as it is assumed was done in respect of the development of the Little Coach House, 9-11 Heathway and Orchard Cottage.
- 8.101 Objections have also been raised that when planning permission was previously granted under application 16/0428/F it was expected that all deliveries associated with the development would take place from Vanbrugh Park and utilise the side entrance belonging to No.76. Whether this was the case or not within the documents submitted for this application there is no

reference to this nor was it a requirement of the planning condition. The current applicant has also provided photographic evidence to show that the width of the access to the side of No.76 is approximately 780mm and that it is not feasible to us this.

8.102 In light of the above and as the construction period associated with a development is only temporary, it is considered that short-term impacts on Heathway would not constitute a severe impact on the road or the wider surrounding road network. Similarly, the temporary use of Heathway in line with the submitted Construction Method Statement for construction vehicles would not result in any undue risks to highways safety over and above that which is experienced from typical use of the street.

Trees

8.103 Policy G7 of the 2021 London Plan states that existing trees of value are retained and where it is necessary to remove trees adequate replacements should be provided.

8.104 Policy OS(f) of the Core Strategy outlines that development proposals will be expected to take account of ecological factors, in particular paying attention to the need for, amongst other things, the retention of trees and the protection and enhancement of natural and ecological features. This is supported by Policy DH1.

8.105 The applicant has submitted an Arboricultural Method Statement ('AMS') (dated 13/12/2019 and prepared by J.L.Denney). The AMS states that to facilitate construction works associated with the proposals, it would be necessary to undertake a crown lift to 3.0m on the existing Silver Birch tree contained within the adjacent property at No. 77 Vanbrugh Park. The proposed lift and pruning works are identified as being required to mitigate against damage to the tree. In addition, the submitted BCMS and CMS state that temporary barriers and screens will be erected around the Silver Birch during construction works to ensure that the tree is suitably protected. The Council's Tree Officer confirmed that the proposed protection arrangements are acceptable.

8.106 The AMS also makes reference to the Arboricultural Impact Assessment ('AIA') (prepared by D F Clark Bionomique Ltd and dated 7/10/15) which was originally submitted with the previous permission. The AIA was submitted again for the current application as the proposed tree works contained within it remain applicable here. The AIA outlines that a total of five trees (Nos. T2

– T6) are proposed to be felled to facilitate the proposed development. Trees T2 – T5 are identified as Category C trees (low quality and value) and T6 is said to be Category B (moderate quality and value). The loss of the trees was found to be acceptable under the previous permission and a condition was added to that permission requiring details of replacement trees within the remainder of the site. The AIA states that the contents were only valid for 12 months following the date of the report. Accordingly, the applicant was required to commission an update document, prepared by Bourne to Garden Limited and dated 26/01/2021. The update letter confirms that the conclusions of the original AIA remain applicable but that tree T8 was not accounted for at the Arboriculturists site visit.

8.107 Notwithstanding the previous acceptability of the proposed works, the Council's Tree Officer has reviewed the proposals and has confirmed that they remain acceptable, subject to the tree protection and ground works being conditioned, as well as conditions for landscaping works. The Tree Officer has also confirmed that the replacement tree (a Field Maple), as previously approved under application ref. 20/0063/SD (associated with the previous permission) should be provided. Accordingly, the same details have been submitted as part of the current application and a condition has been added to the draft decision notice accordingly.

8.108 In light of the above, it is considered that the proposals are acceptable and would not result in an unacceptable loss of, or damage to, any existing trees on the site.

CIL

8.109 The development is liable for the Mayor's Community Infrastructure Levy 2 and for the Royal Borough of Greenwich Community Infrastructure Levy.

9.0 Conclusion

9.1 The proposed development is considered acceptable with regard to the considerations made within this report.

9.2 Based on the above, it is therefore recommended that permission be granted for application reference 20/1557/F, subject to the conditions outlined in Appendix 2.

Background Papers: National Planning Policy Framework (2019)
The London Plan (2021)

Royal Greenwich Local Plan; Core Strategy with Detailed
Policies “Core Strategy” (2014)
Blackheath Conservation Area Character Appraisal (2013)

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Appendix I - Drawing numbers

The following drawings and associated documentation has been submitted by the applicant in support of application reference 20/1557/F:

1097-E2-0001-PL02, 1097-E2-0010-PL03, 1097-E2-0020-PL03, 1097-E2-0050-PL01, 1097-E2-0550-PL01, 1097-E2-0551-PL01, 1097-E2-0552-PL01, 1097-E2-0553-PL01, 1097-E2-0554-PL01, 1097-E2-0555-PL02, 1097-E2-1000-PL01, 1097-E2-1001-PL02, 1097-E2-1002-PL01, 1097-E2-1003-PL02, 1097-E2-1004-PL02, 1097-E2-1100-PL01, 1097-E2-1101-PL01, 1097-E2-1102-PL01, 1097-E2-1103-PL01, 1097-E2-1104-PL01, 1097-E2-1201-PL01, 1097-E2-1202-PL01, 1097-E2-1203-PL01, 1097-E2-1204-PL01, Arboricultural Method Statement (prepared by J.L.Denney and dated 13/12/2019), Arboricultural Impact Assessment (prepared by D F Clark Bionomique Ltd and dated 07/10/2015), Letter from Bourne to Garden dated 26/01/2021), Tree Protection Plan (DFCP 3697 TPP). Tree Survey Plan (DFCP 3697 TPP), Basement Impact Assessment (prepared by Gabriel GeoConsulting Limited and dated April 2018), Basement Construction Method Statement (Rev. D), Construction Method Statement (Rev. E), Daylight & Sunlight Assessment (prepared by T16 Design Ltd and dated January 2016), Design & Access Statement (prepared by E2 Architecture and dated 21/05/2019), Planning Statement (prepared by E2 Architecture and dated 27/05/2020), Details of Replacement Tree from ref. 20/0063/SD and Planning Statement Addendum - Dispensation of M4(2).

Appendix 2 – Conditions and Informatives

Condition 1

The development to which this permission relates must be begun not later than the expiration of three (3) years beginning with the date on which the permission is granted.

Reason 1

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

Condition 2

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

1097-E2-0001-PL02, 1097-E2-0010-PL03, 1097-E2-0020-PL03, 1097-E2-0050-PL01, 1097-E2-0550-PL01, 1097-E2-0551-PL01, 1097-E2-0552-PL01, 1097-E2-0553-PL01, 1097-E2-0554-PL01, 1097-E2-0555-PL02, 1097-E2-1000-PL01, 1097-E2-1001-PL02, 1097-E2-1002-PL01, 1097-E2-1003-PL02, 1097-E2-1004-PL02, 1097-E2-1100-PL01, 1097-E2-1101-PL01, 1097-E2-1102-PL01, 1097-E2-1103-PL01, 1097-E2-1104-PL01, 1097-E2-1201-PL01, 1097-E2-1202-PL01, 1097-E2-1203-PL01, 1097-E2-1204-PL01, Arboricultural Method Statement (prepared by J.L.Denney and dated 13/12/2019), Arboricultural Impact Assessment (prepared by D F Clark Bionomique Ltd and dated 07/10/2015) Letter from Bourne to Garden dated 26/01/2021), Tree Protection Plan (DFCP 3697 TPP). Tree Survey Plan (DFCP 3697 TPP), Basement Impact Assessment (prepared by Gabriel GeoConsulting Limited and dated April 2018), Basement Construction Method Statement (Rev. D), Construction Method Statement (Rev. E), Daylight & Sunlight Assessment (prepared by T16 Design Ltd and dated January 2016), Design & Access Statement (prepared by E2 Architecture and dated 21/05/2019), Planning Statement (prepared by E2 Architecture and dated 27/05/2020), Details of Replacement Tree from ref. 20/0063/SD and Planning Statement Addendum - Dispensation of M4(2).

Reason 2

In the interests of good planning and 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.

Condition 3

The development shall be constructed in those materials as submitted namely:

- Bricks – Van de Moortal Grey Brick (Brick S)
- Top Floor Cladding and Front Door Roof Canopy - VMZINC Natural Zinc
- Windows and Door Frames – Anthracite Grey Aluminium
- Waste and Recycling Store – Cedar Slats and Posts
- Bicycle Store – Tiger Pent Wooden Store

and in full accordance with the approved plans.

Reason 3

To ensure that the high design quality demonstrated in the plans and submission is delivered so that local planning authority may be satisfied as to the external appearance of the building(s) and to comply with Policies D3, HCI and HC2 of the London Plan (2021), Policies DH1, DH3, DH4, DH(h) and DH(j) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014) and the Blackheath Conservation Area Character Appraisal (2013).

Condition 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that order with or without modification) no enlargements, or other alterations to the premises and site may be carried out.

Reason 4

In view of the restricted size of the site uncontrolled enlargements or alterations could affect amenities of neighbouring properties and the area generally and ensure compliance with policies D3, HCI and HC2 of the London Plan (2021), policies DH1, DH3, DH(b) and DH(h) of the Royal Greenwich Local Plan: Core Strategy with

Condition 5

The parking spaces provided shall be completed prior to the occupation of the dwelling and used only for that purpose and no development whether permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that order with or without modification) or not shall be carried out as to interfere with such use.

Reason 5

To ensure adequate off-street parking provision is maintained and ensure compliance with policy T6.1 of the London Plan (2021) and policy IM(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (adopted July 2014).

Condition 6

Notwithstanding the hours of construction as outlined in the Construction Method Statement and the Basement Construction Method Statement, the hours of construction permitted in associated with the development shall be as follows:

- Monday to Friday – 9am to 6pm
- Saturday – 8am to 2pm
- Sunday and Bank Holidays – No working
- No works on site will be permitted or carried out outside these hours.

Reason 6

To safeguard the amenities of neighbouring properties and the area generally and ensure compliance with policy E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (adopted July 2014).

Condition 7

Notwithstanding condition 6 in respect of the hours of construction, the development shall in all other respects be implemented in accordance with the details outlined in the Construction Method Statement and the Basement Construction Method Statement.

Reason 7

To safeguard the amenities of neighbouring properties and the area generally and preserve pedestrian and highway movement along Heathway during the implementation of the development and ensure compliance with policy T7 of the London Plan (2021) and policy E(a) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (adopted July 2014).

Condition 8

No construction shall take place on site until an updated 'Basement Impact Assessment' is submitted to and approved in writing by the Local Planning Authority and the construction works on site shall be carried out in accordance with the approved details. The Basement Impact Assessment should include details of the following:

- Appointment of suitably qualified professional (civil or structural engineer);
- Confirmation of whether the site is located above an aquifer;
- Confirmation of whether the proposed development will extend beneath the water table surface or whether it is located within 100m of water course;

- An explanation of how the development will impact on flooding and drainage, including what prevention measures will be taken to reduce the risk of flooding of the basement itself and neighbouring properties; ·
- A ground and hydrological condition report dealing with groundwater flow ensuring structural stability during excavation and demolition; ·
- Temporary propping/temporary works and construction work, minimising disturbance; ·
- Drilling of boreholes; · Sequence of temporary works to minimise the effect on neighbours and management of water flow; ·
- Proposals for monitoring vibration and procedures to be put in place to minimise such disturbance, including those relating to any piling on the site (it is expected that vibration over 1mm/s measured as a peak particle velocity would constitute unreasonable vibration); ·
- Likely noise levels to be generated from plant; ·
- Details of any noise screening measures, including those relating to piling on the site; ·
- Proposals for monitoring noise and procedures to be put in place where agreed noise levels are exceeded, including those relating to piling on the site; ·
· Likely dust levels to be generated and any screening measures to be employed, including those relating to piling on the site; ·
- Proposals for monitoring dust and controlling unacceptable release such as asbestos ·
- Details and justification for the piling methodology to be adopted

Reason 8

To ensure that the stability of the site and the residential amenity of adjoining occupiers is safeguarded and to ensure compliance with policy 7.15 of the London Plan (2016), policies E(a) and E(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (adopted July 2014) and the Mayors Sustainable Design and Construction SPG (2014).

Condition 9

Details of all hard and soft landscaping arrangements including surface treatment and means of enclosure; shall be submitted to and approved in writing by, the Local Planning Authority before the development is commenced. The hard landscaping shall be completed before the dwelling is first occupied. The soft landscaping shall be completed within 12 months, or by the end of the first planting season, after the completion of the development to the satisfaction of the Local Planning Authority.

Reason 9

In order to maintain the character and appearance of the area and ensure compliance with policies DH1, DH3, DH(h) and OS(f) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (adopted July 2014).

Condition 10

Full details of suitable replacement trees shall be submitted to and approved in writing by the Local Planning Authority before the works hereby permitted commence. The approved trees shall be planted within 12 months, or by the end of the first planting season, after the completion of the development to the satisfaction of the Local Planning Authority.

Reason 10

In order that the Council may be satisfied that suitable replacement trees are provided and ensure compliance with policy G7 of the London Plan (2021) and Policy OS(f) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (adopted July 2014).

Condition 11

Prior to the construction of the refuse and recycling facilities for the residential unit, detailed elevational drawings shall be submitted to and approved by the Local Planning Authority. The refuse and recycling facilities shall then be implemented in accordance with the approved details.

Reason 11

In order that the Council may be satisfied with the details of the proposal and ensure compliance with policy SI 7 of the London Plan (2021) and policy DH1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (adopted July 2014).

Condition 12

The development hereby approved shall comply with Building Regulation requirement M4(1).

Reason 12

To accord with policy H5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (adopted July 2014).

Condition 13

The development hereby permitted shall comply with Regulation 36(2)(b) of the Building Regulations 2010 (as amended by the Building Regulations &c. (Amendment) Regulations 2015/767) and as set out in section G2 of the Building Regulations Approved Document (110 litres per person per day).

Reason 13

To accord with Policy SI 5 of the London Plan (2021) and policy DHI of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (adopted July 2014)

Condition 14

Full details of the green roof which shall be compliant with GRO Green Roof Code 2014 shall be submitted to and approved in writing by the Local Planning Authority prior to the implementation of the relevant part of the development hereby approved. The submitted information should include the following:

A report from a suitably qualified ecologist specifying how the living roof has been developed for biodiversity with details of landscape features and a roof cross section; and

The green roof should be comprised of, but not necessarily limited to, the following:

- i Biodiversity based with extensive/semi-intensive soils
- ii. Substrate which is commercial brick-based aggregate or equivalent with a varied substrate depth of 80 -150mm planted with 50% locally native herbs/wildflowers in addition to sedum, include additional features such as areas of bare shingle, areas of sand for burrowing invertebrates, individual logs or log piles, and an area suitable for Black Redstarts
- iii. parts a and b must be addressed within a single submission document

The development shall be carried out strictly in accordance with the details approved, shall be maintained as such thereafter and no alterations to the approved scheme shall be permitted without the prior written consent of the Local Planning Authority.

Reason 14

To provide insulation and to contribute towards enhancing biodiversity, reducing flood risk and improving the aesthetic value of the development as well as resident's

well-being. To comply with policies OS4, DHI and E(f) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (adopted July 2014)

Condition 15

- a) A minimum of 2 secure and dry cycle parking spaces shall be provided within the development as indicated on the plans hereby approved.
- b) The cycle store hereby approved shall be implemented in accordance with the approved drawings.
- c) All cycle parking spaces shall be provided and made available for use prior to occupation of the development and maintained thereafter.

Reason 15

To promote sustainable travel and to ensure compliance with Policy T5 of the London Plan (2021) and Policies IM4, IM(b) and IM(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (Adopted July 2014).

Condition 16

The boilers to be used in the development hereby approved shall have dry NO_x emissions not exceeding 40 mg/kWh (0%) and shall be installed prior to the first occupation of the development and shall be retained for the lifetime of the development.

Reason 16

To comply with the London Plan's Sustainable Design and Construction SPG and Policy SI 1 of the London Plan (2021) in relation to air quality.

Condition 17

Full details of the rainwater recycling system shall be submitted to and approved in writing by the Local Planning Authority prior to the implementation of the development. The approved details shall be implemented prior to the occupation of the development, shall be maintained as such thereafter and demonstrate the maximum level of recycled water that can feasibly be provided by the development.

Reason 17

To ensure that the development reduces the risk of surface water flooding and ensure compliance with policy SI 13 of the London Plan and policy DH1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (Adopted July 2014).

Condition 18

Prior to the commencement of the development, detailed drawings of mirrors fitted at the vehicular access point shall be submitted to, and approved in writing by the Local Planning Authority and shall thereafter be retained in accordance with those details.

Reason 18

In order that the Council may be satisfied with the safety of pedestrians and road users and ensure compliance with policies DH1 and IM(b) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014).

Condition 19

Prior to the first occupation of the dwelling the balustrade to the rear first floor balcony shall be in situ to a height of 1 metre and shall be finished in opaque glass and the glass balustrade to the second - floor terrace shall be in situ to a height of 1.6 metres and shall be obscured glass. Each glass balustrade shall thereafter be maintained in good order and shall not be replaced without first obtaining the written consent of the Local Planning Authority.

Reason 19

In order that the residential amenity of adjoining occupiers is preserved and to ensure that the development complies with the aims of policy DH(b) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (July 2014).

Condition 20

The development hereby approved shall be implemented in accordance with the Tree Protection Measures as set out in the approved drawings.

Reason 22

In order that all retained trees including the Silver Birch is adequately protected and ensure compliance with policy OS(f) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (adopted July 2014).

Informative(s)

I. 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 occasion, positive discussions took place during the determination of the application which resulted in further information being submitted.

2. Community Infrastructure Levy

You are advised that the application granted may be subject to the Community Infrastructure Levy ('the CIL'). There are two CIL charges in Royal Greenwich - the Mayoral CIL, which was introduced 1 April 2012; and the local CIL, introduced 6 April 2015. The Council's Planning Obligations Team will review your permission and will confirm if a CIL liability arises. If liable, you will receive a CIL Liability notice that details the amount that will be due on the commencement of development. Prior to starting on site you must submit an Assumption of Liability form and Commencement Notice to the Council. More information on CIL and the necessary forms are available at:

http://www.royalgreenwich.gov.uk/info/1004/planning_policy/1182/community_infrastructure_levy_cil

Appendix 3 - National, regional and local planning policies and Supplementary Planning Guidance / Documents

The NPPF (2019)

The National Planning Policy Framework (NPPF) confirms that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. Of relevance in this instance is:

- Chapter 2 Achieving sustainable development
- Chapter 6 Building a strong, competitive economy
- Chapter 9 Promoting sustainable transport
- Chapter 11 Making effective use of land
- Chapter 12 Achieving well-designed places
- Chapter 16 Conserving and enhancing the historic environment

The London Plan (2021)

In March 2016 the London Plan (March 2015) was updated with minor amendments. The policies relevant to this application are:

- Policy GG4 Delivering the Homes Londoners Need
- Policy D3 Optimising Site Capacity Through the Design-Led Approach
- Policy D4 Delivering Good Design
- Policy D5 Inclusive Design
- Policy D6 Housing Quality and Standards
- Policy D7 Accessible Housing
- Policy H1 Increasing Housing Supply
- Policy H2 Small Housing Sites
- Policy HC1 Heritage Conservation and Growth
- Policy HC2 World Heritage Site
- Policy G7 Trees and Woodlands
- Policy SI 1 Improving air quality
- Policy SI 5 Water Infrastructure
- Policy SI 7 Reducing Waste and Supporting the Circular Economy
- Policy SI 13 Sustainable Drainage
- Policy T5 Cycling
- Policy T6 Car Parking
- Policy T6.1 Residential Parking

The Royal Borough of Greenwich Adopted Core Strategy (July 2014)

The Royal Greenwich Local Plan: Core Strategy with Detailed Policies was adopted by the Council on 30th July 2014. The Core Strategy and the London Plan are the borough's statutory development plans. The following lists the relevant strategic objectives, spatial policies and cross cutting policies from the Core Strategy as they relate to this application:

Policy H1	New Housing
Policy H5	Housing Design
Policy H(c)	Backland and Infill Development
Policy DH1	Design
Policy DH3	Heritage Assets
Policy DH4	Maritime Greenwich World Heritage Site
Policy DH(b)	Protection of Amenity for Adjacent Occupiers
Policy DH(h)	Conservation Areas
Policy DH(j)	Locally Listed Buildings
Policy OS4	Biodiversity
Policy E(a)	Pollution
Policy E(f)	Living Roofs and Walls
Policy IM4	Sustainable Travel
Policy IM(a)	Impact on the Road Network
Policy IM(b)	Walking and Cycling
Policy IM(c)	Parking Standards

Supplementary Planning Guidance / Documents

Blackheath Conservation Area Character Appraisal (2013)