

**Agent: Planning Potential Ltd.**

<b>Site Address:</b> Land to Rear of 182-184 Avery Hill Road, Avery Hill, London, SE9 2EY	<b>Ward:</b> Eltham Town and Avery Hill <b>Application Type:</b> Full Planning Permission
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**1. Recommendation**

- 1.1 That full planning permission be **GRANTED** for erection of three dwellings with associated access, landscaping and refuse on land to the rear of nos. 182 - 184 Avery Hill Road.
- 1.2 Subject to the Conditions set out in Appendix 2.
- 1.3 To authorise the Assistant Director (Planning & Building Control) to Make any minor changes to the detailed wording of the recommended conditions as set out in the report (Appendix 2), its addendums and the minutes of this Local Planning Committee meeting, where the Assistant Director (Planning & Building Control) considers it appropriate, before issuing the final decision notice.

**2. Summary**

- 2.1 Detailed below is a summary of the application:

<b>The Site</b>	
Site Area (m <sup>2</sup> )	1,353.7m <sup>2</sup>
Local Plan Allocation	None
Heritage Assets	None
Tree Preservation Order	None
Flood Risk Zone	1 (Flood Risk Assessment Not Required)

<b>Proposed new building</b>	
Maximum number of storeys	Two (2) with accommodation in the loft.

Maximum height (m)	9.57 m to the ridge of the roof (including chimneys – 10.2 m)
Overall Ground Area coverage from new dwellings (m <sup>2</sup> )	207.39 m <sup>2</sup>

<b>Transportation</b>		
Car Parking	No. existing car parking spaces	None
	No. Proposed Car Parking Spaces	None (this was revised during the period of the application and detailed in the report).
Cycle Parking	No. Proposed Cycle Parking	6
Public Transport	PTAL Rating	2

<b>Public Consultation</b>	
Number in Support	One
Number of objections – These are addressed within section 6.	11, which includes a petition with 47 signatures (as set out in the Council’s Statement of Committee Involvement ‘A petition will be treated as one objection, no matter how many signatures there are’).

- 2.2 Whist the number of objections received are only 11, the application has been brought before committee as it had been called in by Councillor P. Greenwell and the then Ward Councillor S. Backon (now stepped down following his resignation), who both raised objections to the scheme. These are addressed in section 6 of the report.
- 2.3 The report details all relevant national, regional and local policy implications of the scheme, including supplementary planning guidance.
- 2.4 The application is considered to be acceptable and is recommended for approval subject to that set out in section 1 above.

**Site Plan**



**Figure 1 - Site shown within green and red hatched area.**

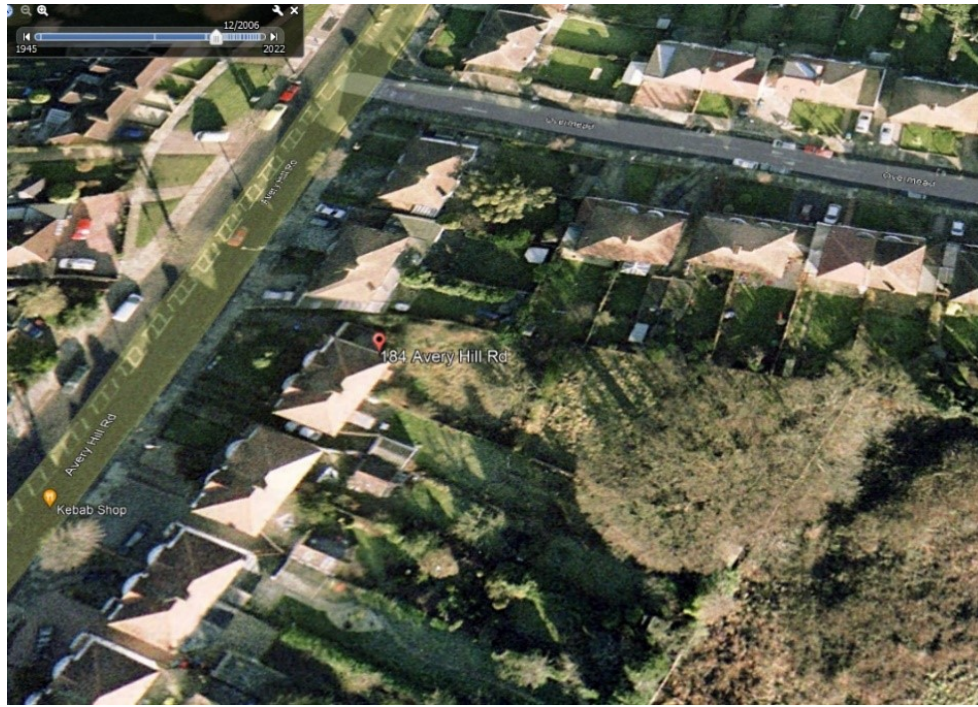
### **3 Site and Surroundings**

3.1 The application site relates to land to the rear of 182-184 Avery Hill Road, Avery Hill, London, SE9 2EY.

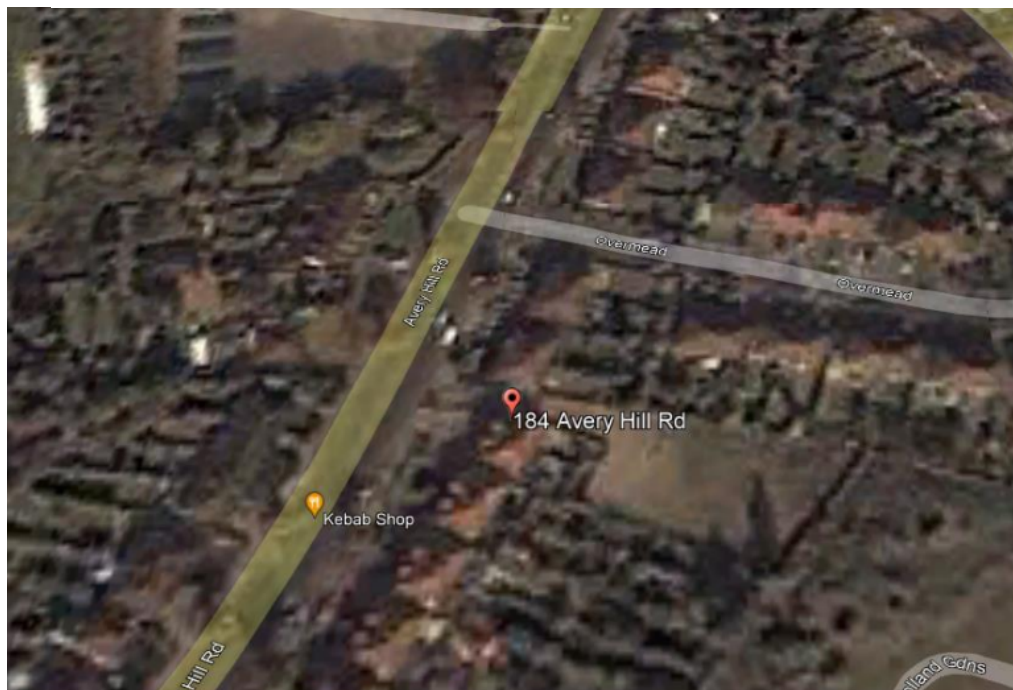


**Figure 2 - Aerial of the application site (outlined by red line) and relationship with the surrounding area.**

3.2 The application site relates to land to the rear of 182 – 184 Avery Hill Road, to the south of Overmead and to the west of Holland Gardens.



**Figure 3 - Aerial from December 2006**



**Figure 4 - Aerial from September 2008**

- 3.3 The site relates to an area of unused vegetated land. However, it does appear from an aerial in 2006 (figure 3) that it had originally been the gardens for nos. 184 and 182, but by 2008 the land had been sectioned off from those two properties, as can be seen in the 2008 aerial (figure 4).
- 3.4 The surrounding area is residential in character, with largely semi-detached dwellings in the surrounding area. Properties along Avery Hill Road and Overmead are largely traditional in character, whilst properties along Holland Gardens are more modern in design.
- 3.5 The application is not located within a Conservation Area and does not relate to a listed building.
- 3.6 The application site has a PTAL rating of 2 (where 0 is the worst and 6b is the best).

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

**23/3719/PRE1** – Land Rear of 182-184 Avery Hill Road, Avery Hill, London, SE9 2EY - Construction of four terraced dwellings (2 x 3-bed, 2 x 4-bed) with associated landscaping, parking and refuse storage. – Advice issued 12<sup>th</sup> February 2024

**24/0581/PRE1** - LAND REAR OF 182-184 AVERY HILL ROAD, AVERY HILL - Follow up enquiry to 23/3719/PRE1: Construction of four x 3-bed dwellings (2 pairs of semi-detached) – Advice issued 21<sup>st</sup> March 2024

**12/0594/F** – Land R/O 182 – 184 Avery Hill Road, Avery Hill, London, SE9 2EY - Construction of 2 single storey detached dwellings, associated landscaping and car parking. – Refused (11/05/2012) - Reasons for refusal:

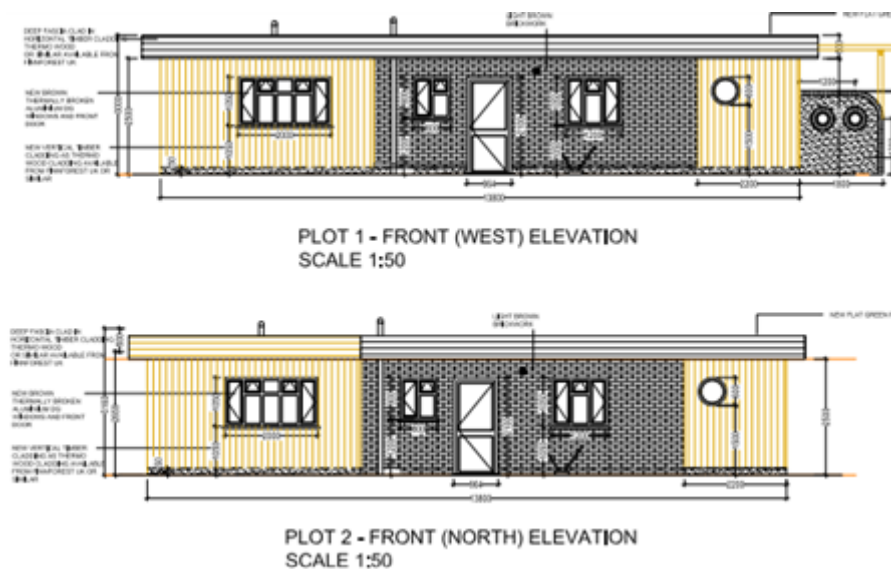
- I. The proposed new dwellings, by reason of their excessive footprints, positioning on the site, and location on rear garden land would constitute an inharmonious and unsympathetic development in an area characterised by family houses fronting roads in deep plots. The proposal would have a detrimental impact on the open character of the area, and would neither reflect nor complement the established pattern of development within the streetscene and the area in general. The scheme fails therefore to preserve the existing characteristics within the immediate vicinity and would set an unacceptable precedent for future similar development proposals on residential garden land. As such, the proposal is contrary to Policies SD1, D1, H7, H8 and H10 of the

adopted Unitary Development Plan, 2006 and the National Planning Policy Framework, March 2012.

2. The proposed new dwellings, by reason of their excessive footprints, alien design and inappropriate use of materials would constitute an unsympathetic form of development that would be detrimental to the established character and appearance of the wider area, contrary to Policies SD1, DI, H7 and H10 of the Unitary Development Plan, 2006.



**Figure 5 - site plan of the refused application reference 12/0594/F**



**Figure 6 - Elevations of plot 1 and 2, of the refused scheme reference 12/0594/F**

Appeal dismissed 17/12/2012 (ref: APP/E5330/A/12/2178886/NWF). The Inspector concluded that:

‘Although I see no reason to regard the appeal site as previously developed land, as the Appellant points out there is no policy precluding the development of backland or infill sites. Consequently the provision of additional housing in a sustainable location (the site has fair access to public transport with a Public Transport Accessibility Level (PTAL) of 3) must weigh in favour of the development. I do not, however, see this alone as sufficient to overcome the development plan conflict.

Having had regard to all other matters before me, including the Appellant’s detailed analysis of the proposal against the NPPF, the suggested conditions and the further concerns raised by the Council and third parties over matters such as highway safety, impact on privacy and precedent I find nothing significant to alter the planning balance above. The appeal must therefore fail.’

**10/3318/F** - Land to the rear of 182 – 184 Avery Hill Road, Avery Hill, New Eltham, SE9- Construction of 2 x 3-bed detached dwellings, associated landscaping and car parking (resubmission). – Refused (09/02/2011) – Reasons for refusal:

1. The proposed new dwellings, by reason of their overall scale, bulk and location on rear garden areas would constitute an inharmonious and unsympathetic development in an area characterised by family houses fronting roads in deep plots. The scale of the proposal would have a detrimental impact on the open character of the area and result in a visually obtrusive form of development to the detriment of the existing pattern of development within the streetscene and the area in general. The scheme fails therefore to preserve the existing characteristics within the immediate vicinity and would set an unacceptable precedent for future similar development proposals. As such, the proposal is contrary to Policies SD1, D1, H7, H8 and H10 of the adopted Unitary Development Plan, 2006 and Government guidance in Planning Policy Statement 3 (Housing – published June 2010).
2. The proposed development, by reason of its overall design, scale, bulk and inappropriate articulation would constitute an unsympathetic form of development that would be detrimental to the established character and appearance of the wider area, contrary to Policies SD1, D1, H7 and H10 of the Unitary Development Plan, 2006.





**Figure 7 - layout of the refusal (Ref: 10/3318/F)**

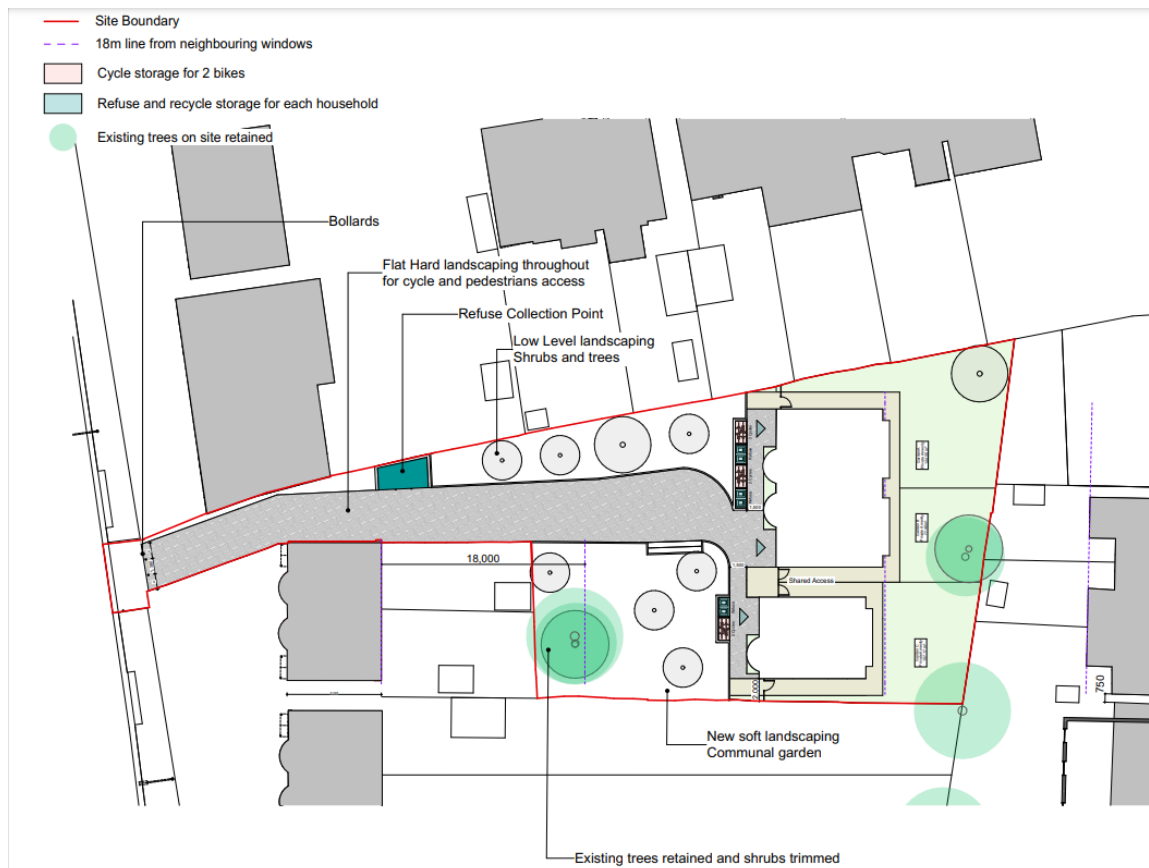


**Figure 8 - Elevations of the refusal (Ref: 10/3318/F)**

Appeal dismissed 12/10/2011 (ref: APP/E5330/A/11/2153763/NWF) – The Inspector had concluded that ‘given the buildings’ siting scale, form and design, that the development would not be a harmonious addition to the locality, notwithstanding that it would not be seen in the street scene to any significant degree. I conclude that it would harm the area’s character and appearance, contrary to the objectives of UDP policies SD1, S1, H7 and H10’.

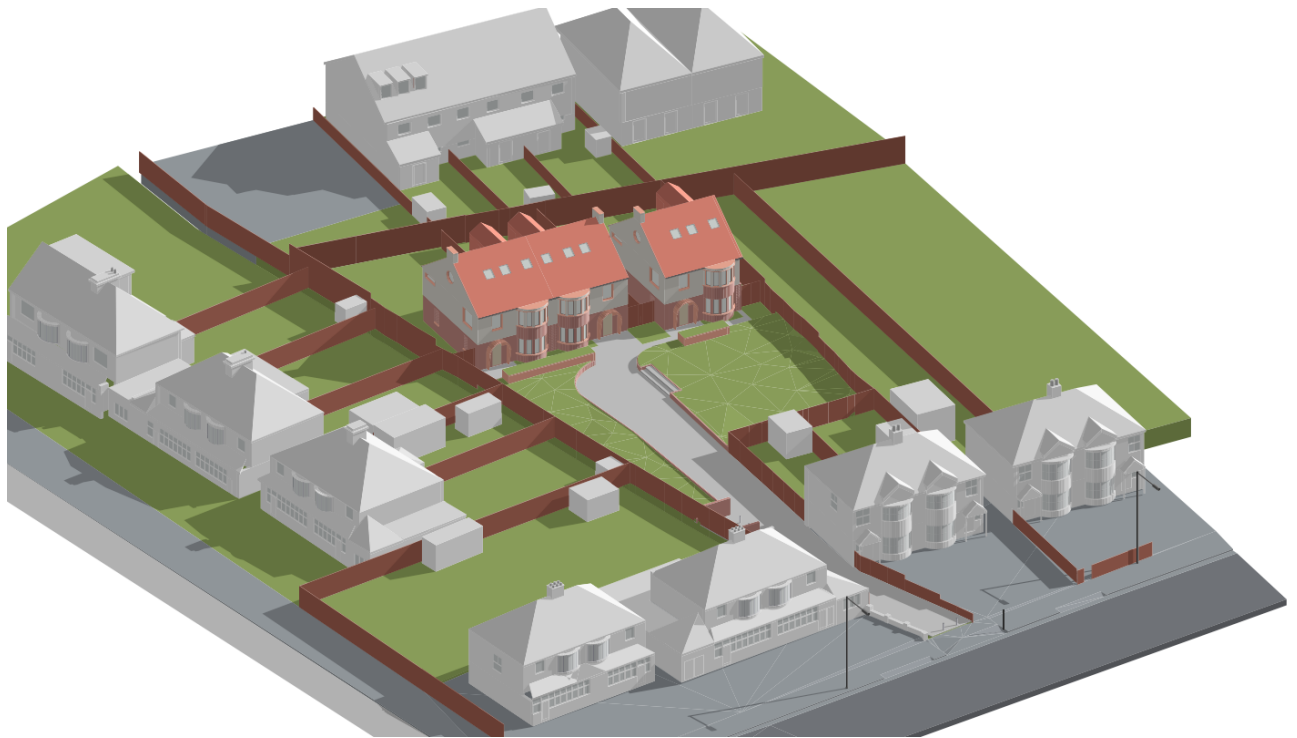
## **5. Proposals (in detail)**

- 5.1 Full planning permission is sought for the construction of three dwellings to the rear of no.182 – 184 Avery Hill Road. A semi-detached property (two dwellings) and one detached dwelling are proposed, with refuse storage, cycle parking and landscaping. The dwellings would provide four bedrooms.



**Figure 9 - Image of the proposed site plan.**

5.2 The pair of semi-detached dwellings would have a width of 7 metres each and a depth of 10.5 metres. The proposed detached dwelling would sit 2.7 metres to the south of the pair of semi-detached dwellings and would have a depth of 10.5 metres and a width of 7.2 metres. All dwellings would have a height of 9.6 metres with a pitched roof construction and an eaves height of 5.5 metres.



**Figure 10 - Proposed Aerial Visual**

5.3 The dwellings would have a traditional bay fronted design, with arched doorways. Openings are proposed to the front, rear and side elevations. A dormer is proposed for the rear roof slope, these dormers would sit centralised in the rear roof slope and would have a pitched roof construction (see figure 10).



**Figure 11 - Proposed east elevations.**

5.4 It is noted that amended plans have been submitted to revise the dormer design and siting, in order to provide pitched roof dormers as opposed to flat roofed dormers. Re-consultation was not required given the minor nature of

the amendments received. However, following the removal of on-site parking further consultation was undertaken.

## 6. Consultation

- 6.1 The application, since being submitted in April 2024 has been subject to two public consultations comprising of a site notice and sixteen (16) neighbour notification letters sent to immediately adjacent occupiers.
- 6.2 Twelve (12) representations have been received including one letter of support and eleven (11) objections, which includes one (1) petition with forty-seven (47) signatures received on the original consultation and re-consultation.
- 6.3 A summary of the responses received in support is provided in the table below:

Summary of Comments	Officers comments
A welcome addition to the rear.	This is noted.
The land is overgrown and would be a better use as housing.	This is noted.

- 6.4 A summary of the responses received in opposition to the development is provided in the table below:

Summary of Comments	Officers comments
Objections raised in relation to previous applications are still applicable.	This is noted and have been taken into account when considering and coming to the officers recommendation.
There have been no changes in the Council's Core Plans since the previously refused applications.	It is noted that the Core Strategy (2014) is a new local plan document since the previous applications. The London Plan and NPPF were adopted in 2021 and 2023 and were not in place under the previous applications. The Council has also adopted the Urban Design SPD. The development plan used to assess this application is therefore different to the previous applications.
When the applicant purchased the land they removed trees and vegetation.	There are no TPOs attached to the site and the development is not located within

	<p>a Conservation Area, as such the removal of trees would have been lawful.</p> <p>The impact on trees and ecology is addressed in section 19.</p>
The land had been let to a scaffolding company.	This is not currently the case and is not a material consideration for this application. The site is currently vacant.
Recent fires on the site.	This relates to the current site, not what is proposed and is not a material consideration for this application.
The development would not be in keeping with the low-density housing which is existing.	The impact of the development on the character of the area is addressed in section 11 of the report.
No social housing proposed.	There is no policy requirement for social housing for a development of this scale.
The development would result in overlooking.	The impacts of the development on residential amenity in section 13 of the report.
Security concerns due to access to rear gardens.	The development does not give rise to any security concerns. Fences would mark the boundaries with other properties and the development of the site would add natural surveillance to the site which is currently a vacant piece of land.
Light and noise pollution generated from the development.	The development would not result in unacceptable noise and disturbance, this is discussed in the residential amenity section of this report. Light pollution is not impacted from this proposal.
No legal access right to the infill space.	There is an existing dropped kerb which provides access to the site. The applicant is the sole owner of the land. Any other legal matters relating to the access fall

	outside of the planning process and would be a civil matter.
The development contravenes the Human Rights Act Protocol and the peaceful right to possessions, home and other land.	Residential amenity impacts are considered in section 13 of the report.  Human Rights are also considered and this is addressed in section 22 of the report.
Health concerns, the development would result in vehicles entering and existing the site and producing gases and pollutants.	As noted the application has been revised since being submitted and the parking on site has been removed.  It is considered that any vehicles that do enter the site would not affect residents in terms of health.
The development would harm the character of the area.	The impact of the development on the character of the area is addressed in section 11 of the report.
The additional traffic would harm neighbouring living conditions and the enjoyment of neighbouring gardens.	The impact of the development on the highway is addressed in section 9 and 13 of the report.
The development would set a precedent.	The development is assessed on its own merits, it is not considered that this is a material consideration.
The development would result in overlooking.	The impact of the development on residential amenity is addressed in section 13 of the report.
The development would give rise to highway safety concerns when vehicles enter the site.	The impact of the development on the highway is discussed section 15 of the report.
Would not be possible for a refuse truck to enter the site.	The refuse and recycling arrangements are addressed in section 17 of the report.

The development would reduce rain soakaway and increase risk of flash flooding.	The development is not located within an area at risk of flooding therefore the development is not anticipated to give rise to any unacceptable flooding impacts.
No need for further development given surrounding recent housing developments.	The principle of additional housing in this location is acceptable and is addressed in section 9 of this report.
Concerns relating to property value.	This is not a material planning consideration.
There has been an existing loss of trees and wildlife on the site and the development would result in greater loss.	The impact of the development on trees and ecology is considered in section 19.
The area is overdeveloped and there is a strain on resources.	The development only provides an addition three houses as such it is not considered that the development would give rise to any unacceptable strain on resources.
Concerns relating to safety.	The development does not give rise to any direct safety concerns.
Query as to why neighbour consultation letter not received.	Nineteen properties were consulted on the development, including adjacent neighbouring properties, a site notice was also displayed outside the site, as such the mandatory consultation requirements have been met.
Concern over where additional cars would park.	Three parking spaces would be required which is considered to be sufficient.
Bungalows would be more appropriate.	Whilst this is noted, this is not possible to consider. The consideration is only based on what has been proposed in this current application.
Concern relating to access for a buggy.	The access arrangements are considered to be acceptable.

Concern relating to emergency vehicle access.	Emergency vehicles would be able to access the site appropriately if it is necessary.
Impact on light / overshadowing	This is considered in the amenity consideration section (Section 13).
No parking on the site will cause local parking to become harder for residents.	This is considered in section 15 of the report. As noted in the report, this has been considered by the Council's Highways expert, who has raised no objections.
Request that the windows be on the proposed unit closest to Overmead be conditioned to be obscured glazing and fixed shut in order to protect the privacy and afforded peaceful amenity of those residents.	A condition will be imposed on any grant of consent to ensure that the windows that face the northern boundary and towards Overmead properties are obscure glazed and fixed shut.

### **Councillors**

6.5 Three (3) ward councillors were consulted. Councillor Greenwell made the following comments:

*“I wish to object to the above application on the grounds that the additional traffic in close proximity to the side walls and rear gardens of nos. 182 and 184 will have a detrimental effect on the lives of the residents by way of noise and disturbance.*

*The new builds are proposed on former garden land and will not fit in with the established layout of the eastern side of Avery Hill Road. I also request speaking rites when it comes to committee.”*

Officer comments: Traffic consideration is set out in section 15, but as noted in the report due to revisions, no parking or access for vehicles (exception of emergency vehicles) will be allowed on the site. Design is addressed within section 11 of the report, and impact on residential amenity in section 13.

6.6 Former Councillor Sammy Beckon raised objection to the development. Former Councillor Sammy Beckon provided the following comment:



*“I have concerns regarding traffic management on Avery hill road, how refuse collection would work (refuse truck would have to pull into 184 Avery hill road holding up traffic and overlooking of residents in Waterford Place.”*

Officer comments: Traffic consideration is set out in section 15 of the report and refuse collection in section 17.

### **Responses from local amenity groups**

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

<b>Group</b>	<b>Summary of Comments</b>
<b>New Eltham Residents Association:</b>	No response received.

### **Responses from Council Departments and External Consultees**

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

<b>Consultee</b>	<b>Comments</b>	<b>Officers comments</b>
<b>Highways &amp; Transport:</b>	<p>Comments received in regards to the original submission stated:</p> <p>Avery Hill Road is a busy road and bus route subject to waiting restrictions. It is subject to 30mph limit and has a cycle route along it.</p> <p>While the site is served by 3 bus routes it is not considered within an acceptable walk distance to New Eltham main line railway station. From the TfL ‘WebCat’ on line calculator, the site has a Public Transport Accessibility Level (PTAL), of 2 on a scale of 1</p>	<p>Following the comments on the revised scheme with a car free development being proposed, this is addressed in section 15 of the report.</p> <p>Relevant conditions requested will be imposed on any consent and are set out in appendix 2.</p>

	<p>to 6, (where 6b is excellent), indicating the site therefore has poor access to public transport.</p> <p>The site is located within the New Eltham Controlled Parking Zone (CPZ) which operates Monday-Friday between the hours 9.30-11.00 mainly to deter commuters. The zone is well subscribed near the station but there is available space to park on street near the site. During the times of operation, a permit is required to park on street, although given the limited times of operation it is recognised that residents who use their cars during the day may be largely unaffected by the very limited restrictions.</p> <p>Advice regarding the proposed development is guided by National and Regional guidance;</p> <p>The National Planning Policy Framework (NPPF) (2021) promotes the use of sustainable transport throughout the UK in the interest of contributing to national economic, social and environmental benefits. The NPPF also highlights the benefit of safe road design in creating a high-quality built</p>	
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	<p>environment, and the efficient delivery of goods and services to aid economic growth. A safe road design is seen as fundamental to good transport provision.</p> <p>Policy T1 of the London Plan promotes a strategic approach to transport to support the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport and create a shift from car use to more space-efficient travel. It requires all developments to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking, and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.</p> <p>In addition, Policy T2 Healthy Streets also recognises that Development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. The Royal Borough of Greenwich and TfL would expect all developments to deliver improvements that support the ten Healthy Street indicators, in line with policy T2 of the London Plan.</p>	
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	<p>The ten Healthy Street indicators put people and their health at the heart of decision making and aim to result in a more inclusive city where people choose to walk, cycle and use public transport. The Healthy Streets approach, aims to improve air quality, reduce congestion and make attractive places to live, work and do business and are incorporated within the ATZ.</p> <p>While the area has historically attracted high levels of car ownership, Policy T6 of The London Plan states that where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in that policy.</p> <p>Policy T6.1 of The London Plan highlights that the starting point for new developments in areas of good access to public transport and there are CPZ restrictions should be car free. In areas where the site has a PTAL of 2, a maximum standard of 0.5 parking spaces could be provided per dwelling. Given 3 units are proposed, this would equate</p>	
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	<p>to a maximum of 1.5 parking spaces.</p> <p>It should be noted however that Policy IM4 of the Core Strategy highlights that developments should prioritise the needs of pedestrians, disabled users and cyclists over car users, stating that developments should not go above the requirements set out in the London Plan. Core strategy also encourages developments within Controlled Parking Zones with good access to public transport to be car free or car capped. It is also noted that the council's Urban Design Guide SPD (adopted in October 2023) is to "guide new development with one of its principles being to reduce reliance on the private car.</p> <p>While it is recognised that policy set out within the London Plan seeks to reduce parking to minimal levels in areas of good accessibility, it is also important to ensure that the proposals do not lead to displaced parking on the local highway network which would cause problem to existing residents.</p> <p>The applicant is proposing 3 car parking spaces, one for each of the units and</p>	
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therefore excessive parking is proposed contrary to policy. It is further possible that the turning area provided, and where the internal road widens, could also attract additional parking. It is therefore possible that additional parking could be accommodated on an ad hoc basis within the site. It is recognised however in not providing the parking on site this could result in overspill parking occurring on the highway outside.

In support of the application, a Transport Statement indicates that parking surveys were therefore carried out during both the day and overnight to determine the current usage of the on street parking bays. The results of both parking beat surveys demonstrate that there is capacity within the adjacent roads to ensure that any overspill can be accommodated within the local roads with no significant impact on overall parking capacity.

In order to determine the volume and speed of vehicles on Avery Hill Road, Automatic Traffic Counters were used and found that there were approximately 5000 vehicles/day in each

	<p>direction outside the site indicating it to be a busy distributor road. It was also found that generally vehicles travelled at approximately 33mph. Vehicles therefore regularly travel faster than the speed limit. The fastest recorded speed travelling from Overmead to Holland Gardens, (i.e. on the side of the access), was 49mph.</p> <p>While vehicle access to the proposed residential site is to be from an existing domestic vehicle crossover it will have restricted sight lines created by the existing parking bays either side if cars are present in them. While visibility splays are indicated at the access they fail to acknowledge that cars parked in the bays on street would obscure the vision for drivers leaving the site. Removal of the spaces would require an alteration to the existing Traffic Order controlling them, (at developer expense), but given the statutory process opposition could be raised by local residents.</p> <p>With regard to the vehicle access it is not wide enough to allow for two cars to pass one another. The long single access way can create a safety hazard issue following the intensification of the use</p>	
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	<p>where vehicles turning in to the site conflict with those exiting and those vehicles subsequently reverse out into the public highway into the path of vehicles on the road. From the accompanying statement it is assumed that the development would generate 6 No 2way vehicle trips in the Am period.</p> <p>It is noted that the plans indicate a mews street layout without separate footways where the space would function as a shared space. The shared nature of the access can however create opportunities of conflict between pedestrians and vehicles especially if also used for play space.</p> <p>Overall, given the issues of sight visibility, narrow access width, and non-compliance with the London Plan policy, it is recommended that the development be car free. It is recommended that the existing vehicle crossover is abandoned and the car park spaces removed to create a positive landscaped area.</p> <p>Adequate cycle storage is provided in line with both the London Plan and with the recommendations of LCDS.</p>	
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	<p>It is noted that refuse vehicles would be required to reverse in to the site and therefore Waste Services should be consulted regarding refuse collection and storage.</p> <p>Although construction has not been highlighted, it is recommended that it is given consideration at an early stage, where a Construction Management Plan should be secured by condition.</p> <p><b><i>Following revisions to the scheme to remove onsite parking, due to concerns raised, the Highway's Expert provided the following comments.</i></b></p> <p>A car free development is consistent with London Plan policy T6 and Core Strategy which promote active travel and use of public transport. As such a sustainable development is also in line with the Governments NPPF advice.</p> <p>The absence of vehicles on the site also overcomes issues of poor sight lines from the access.</p> <p>I am not convinced however of the benefit of retaining the vehicular access, while it has been indicated this to be controlled by a lockable</p>	
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	<p>bollard it is open to potential abuse by future residents. It is not considered necessary that fire engines need to enter the site if a dry riser is installed. Vehicular access to the site can therefore be removed. In removing the vehicle access greater opportunity is realised for improved landscaping.</p> <p>In removing the vehicle access within the site, this also creates opportunity for refuse bins to be located within the access nearer the road on day of collection without creating obstruction or the need for refuse vehicles to enter the site.</p> <p>From the parking surveys undertaken of the surrounding area it was found that the parking spaces were not extensively occupied and there was spare capacity. Given the limited times of operation of the CPZ this indicates that any additional demand generated outside the restricted hours could be accommodated on-St.</p> <p>Overall, on balance therefore no objection is raised to the principle of a car free development.</p>	
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<b>Waste:</b>	We are satisfied with the proposal.	Matters relating to waste are discussed elsewhere in this report.
<b>Transport for London (TFL):</b>	<p>The applicant has proposed 6 cycle parking spaces this is in line with London Plan policy T5 part A. The proposed cycle stores however do not appear to be in line with the London Cycling Design Standards (LCDS) Chapter 8. Both bikes in the stores should be easily accessible, in the proposed stores one bike would have to be removed to access the other.</p> <p>The site is located in a zone with a PTAL of 2. As such there should be 0.5 car parking spaces per dwelling in line with London Plan policy T6, for this development this is 2 car parking spaces. The current proposal has 3 car parking spaces, this is not in line with London Plan policy.</p> <p>Details of proposed construction access arrangements should be provided to confirm impacts on the surrounding transport network.</p> <p>Subject to the above conditions being met, the proposal as it stands would not result in an unacceptable impact to the surrounding transport network.</p>	<p>Full details relating to cycle parking would be sought via condition should this application be recommended for approval.</p> <p>Whilst it is noted that the proposed development provides an over-provision of parking spaces, given the existing parking pressure on surrounding streets and in light of the low PTAL rating, the additional parking provision is acceptable in this instance.</p> <p>Details relating to construction access and processes would be sought via condition should this application be recommended for approval.</p> <p>Matters relating to transport are further discussed elsewhere in this report.</p>

<p><b>Tree Officer:</b></p>	<p>The trees should be protected by condition to ensure that no works are undertaken close to the existing trees and protection in place prior to construction and that no materials are to be stored under the canopy of the retained trees. Or ask for an arb report and method statement to ensure that the trees have been plotted correctly on their plans this could be ask for as a condition as well if required.</p>	<p>A tree protection plan and an Arboricultural impact assessment would be requested via condition should this application be recommended for approval.</p>
<p><b>Housing Occupational Therapies:</b></p>	<p>Below that should be addressed before compliance with M4(2) can be achieved.</p> <ul style="list-style-type: none"> <li>• 2.9 a Drawings illustrating the different gradients on all routes to and through the site not provided.</li> <li>• 2.20 d The private entrance door does not appear to achieve a minimum clear opening width of 850mm when measured in accordance with Diagram 2.2.</li> <li>• 2.21 Confirmation that there is an unobstructed space of at least 300mm provided between the opening edge of the manual sliding garden door when closed and any return wall to</li> </ul>	<p>Should this application be recommended for approval, a condition requiring the development to comply with Part M4(2) would be attached to the decision notice.</p>

	<p>either side of the sliding door.</p> <ul style="list-style-type: none"> <li>• 2.22 c Every door should have a minimum clear opening width as set out in Table 2.1.</li> <li>• 2.27 c In a two or three storey dwelling with three or more bedrooms, the room with the WC and basin should also provide an installed level access shower or a potential level access shower, and the shower, WC and basin (together with their associated clear access zones) meet the provisions of Diagram 2.5. Potential/shower (minimum 1000mm x 1000mm) not indicated and also clear access zone not achieved for WHB.</li> </ul>	
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## 7. Planning Context

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

- **National Planning Policy Framework (NPPF – 2023)**
- **National Planning Practice Guidance (NPPG)**
- **The London Plan (March 2021)**
- **The Royal Greenwich Local Plan: Core Strategy with Detailed Policies (“Core Strategy” – 2014)**

- **New Developments: Guidance Notes for the storage and collection of waste and recycling materials for the Royal Borough of Greenwich (May 2018)**
- **Technical Housing Standards – Nationally Described Space Standards (March 2015)**
- **Royal Borough of Greenwich Urban Design Supplementary Planning Document (SPD) (October 2023)**
- **RBG CIL Charging Schedule (2024)**
- **Mayors Housing SPG (March 2016)**

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

## **8. Material Planning Considerations**

8.1 This section of the report provides an analysis of the specific aspects of the proposed development and the principal issues that need to be considered in the determination of the planning application (Ref: 24/1100/F):

- Principle of development (section 9)
- Housing Mix (section 10)
- Design (section 11)
- Standard of accommodation (section 12)
- Impact on neighbouring amenity (section 13)
- Inclusive design (section 14)
- Transport and Highways Impacts (section 15)
- Cycle Parking (section 16)
- Waste and Refuse Storage (section 17)
- Sustainability (section 18)
- Trees and ecology (section 19)
- Community Infrastructure Levy (CIL) (section 20)
- RBG CIL (section 21)
- Public Sector Equality Deputy (PSED) and Human Rights (section 22)
- Implications for disadvantaged groups (section 23)
- Planning balance and conclusions (section 24)

## **9. Principle of Development**

9.1 The overriding objective of the Royal Greenwich policy framework is to deliver high quality development which improves the quality and distinctive

identity of places and contributes to their success and the area’s popularity as somewhere to live, work and stay.

- 9.2 The Royal Borough of Greenwich makes a major contribution to London’s Housing provision, having the third largest target for new housing of all London Boroughs. It is vital that the Royal Borough’s unique housing needs are met, while still contributing to the overall London housing numbers. The National Planning Policy Framework (2023) (NPPF) supports the delivery of sufficient homes to meet current housing needs.
- 9.3 In this respect Policy GG4 of the London Plan (2021) (LP) seeks to ensure that more homes are delivered. To assist in this Policy H1 of the LP highlights the pressing need for more homes in London and outlines for each local authority their 10-year targets for net housing completions. The Royal Borough’s target is to deliver 28,240 dwellings. In addition to this, Policy H2 of the LP notes that Boroughs should pro-actively support well designed new homes on small sites (identified as being below 0.25 hectares in size) and that of the 28,240 new homes to be delivered these sites should accommodate 3010 dwellings.
- 9.4 The proposal would provide three (3) new residential dwellings and in principle of development is supported, subject to the consideration sections in the following sections.
- 9.5 The current proposal constitutes infill development and CS Policy H(c) states that residential development on infill sites will only be favourably considered where the following criteria are fulfilled:

<b>Policy H(c) Criteria</b>	<b>Assessment</b>
<i>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;</i>	The land subject to this application does not form part of the rear gardens of no.182 – 184 Avery Hill Road, as such there would be no loss of amenity space resulting from the development.
<i>ii. There is no unreasonable loss of privacy from overlooking adjacent houses and/or their back gardens (also see Policy DH(b));</i>	The Council’s Urban Design Guide which states a g.10. ‘Separation distances of a minimum of 18m between habitable rooms should be achieved to maintain good levels of privacy and avoid unreasonable overlooking. This should consider existing and future neighbours

	<p>as well as between windows of the same building’.</p> <p>G.11 states ‘The application should demonstrate steps to improve privacy if separation distances fall below 18m. This could include staggering windows’.</p> <p>The separation distance between the proposed properties, and the habitable windows to the rear of dwellings on Holland Gardens increased is in excess of 18 metres. The development is acceptable in this regard.</p>
<p><i>iii. There is no unreasonable increase in noise and disturbance from traffic gaining access;</i></p>	<p>Following revisions to the scheme, no car parking would be provided within the site.</p> <p>Therefore, whilst there would be some increased disturbance from accessing the dwellings on foot or by cycle, it is not considered that the disturbance would not be too great to be classed as unacceptable.</p> <p>Overall, the impact in this regard is considered to be acceptable.</p>
<p><i>iv. There is no significant loss of wildlife habitats, particularly trees or shrubs which would adversely affect the appearance and character of the area;</i></p>	<p>It is noted that there are a number of trees on the site, however, should this application be approved a condition requiring a tree protection plan and Arboricultural report would be sought via condition to ensure the development would have an acceptable impact on these trees.</p>
<p><i>v. The character of the area is maintained with particular regard to the scale, design and density of the development.</i></p>	<p>As set out in the Design section of the report the proposal would maintain the character of the area in regard to its scale and design. A full assessment of</p>



	the design aspects of the proposed development are found within section 11 of the report below.
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9.6 Consequently, and in accordance with the table above, the principle of back land/infill development at this location would be supported in accordance with Policy H(c) of the Core Strategy.

## 10. **Housing Mix**

- 10.1 London Plan Policy H10 states that schemes should generally consist of a mix of units.
- 10.2 Policy H2 of the Core Strategy states that a mix of housing types and sizes will be required in all developments including conversions and should contain a proportion of 3, 4 and 4+ bedroom units.
- 10.3 The proposal would provide three (3) dwellings with four (4) bedrooms per dwelling.
- 10.4 As such, the proposal brings forward a development that increase the supply of family sized dwellings at the site which would meet the aims of planning policy which seeks to increase the number of family sized dwellings with the Borough and London generally.

## 11. **Design**

- 11.1 The National Planning Policy Framework (NPPF) (2023) states that the creation of a high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve (Chapter 12 – para 131). Paragraph 135 states further that planning decision should ensure that developments are:
- a. Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
  - b. Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
  - c. Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

- d. Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e. Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f. Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

11.2 Paragraph 139 goes on to state that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

- a. Development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b. Outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

11.3 Policy D3 of the LP states that development proposals should be of high quality, enhancing local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions.

11.4 Policy DHI of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (Core Strategy) (2014) requires new development to be of a high quality, which should positively contribute to the improvement of both the built and natural environment. As such, developments should seek to complement the architecture of surrounding buildings, the established layout and character of the area and the appearance of the street scene through design solutions which respect the scale, height, bulk and massing of the existing built form in the area, whilst seeking to use appropriate materials and external finishes.

11.5 Principle C.1.3 of the Council's Urban Design Guide SPD (2023) states that:

*Infill developments should be strongly linked to the character of the place and should support the overall cohesion of the townscape.*

*Typically infill developments should take cues from the surrounding built form in terms of scale, massing, height, building, roof and parapet lines, articulation of the facade, open to solid ratio, materiality and colour spectrum.*

11.6 Principle C.2.5 states 'Any development within residential areas, whether it is on a larger or smaller infill site, replaces an existing building or is part of the curtilage of a larger property, will need to respond appropriately to their context and enhance the overall existing (or in fragmented areas emerging) character'.

11.7 The proposal would provide two semi-detached dwellings and one detached dwelling. The provision of semi-detached and a detached dwelling would be in keeping with the pattern of development in the area, with the surrounding properties predominantly being semi-detached. The scale of the dwellings proposed would be similar to the proportions of the surrounding properties. The gap between the pair of semi-detached properties and the detached dwelling would be sufficient to ensure there would not be an unacceptable terracing effect.

11.8 The amount of development proposed is acceptable, the development would not appear cramped within the plot and would respectfully relate to the spacious character of the surrounding properties. This is shown when seen in figure 10, set out in section 5 above. Adequate separation would be retained for the properties to the north, south, east and west of the site.

11.9 The design of the development would be traditional in character, reflecting the traditional character of the surrounding properties. This would ensure the development would not be out of character with the surrounding pattern of development. Whilst it is noted that the development would not be visible from the streetscene, any glimpsed views of the development would not result in harm to the character of the area which is welcomed.

11.10 It is noted that the development initially proposed the use of flat roofed box dormers to the rear. Amendments have been received to centralise the location of the dormers in the rear roof slopes and to amend the design to pitched roof dormers. The design now proposed is considered to be in

keeping with the character of dormer windows found in the surrounding area and also complies with the guidance on dormers included within the Urban Design SPD.

11.11 Since the 2011 and 2012 appeal decisions, the applicant has amended the proposal considerably to provide a form of development which is more appropriate to the surrounding character. Appeal ref: APP/E5330/A/12/2178886 makes the following comment:

*“In consequence the scheme would result in a small enclave of development in which the dwellings would not only pay little heed to the surrounding buildings but would also appear comparatively cramped.”*

11.12 Appeal ref: APP/E5330/A/11/2153763 related to a development which had a similar footprint and siting to the proposed development subject to this pre-application, the Inspector states;

*“The siting of the two proposed dwellings, behind houses on Avery Hill Road and Overmead which runs at right angles to it, would neither reflect nor complement the established pattern.”*

11.13 With regard to the above referenced appeal decisions, it is considered that the proposed development would relate appropriately to the pattern of development and the concerns raised previously have been overcome.

11.14 The materials to be used would include red bricks, white render and red clay roof tiles. Pre-cast concrete tinted to match the red bricks would be used for detailing, timber cedar cladding would be used for the rear dormer shutters, fencing and gates. Aluminium powder coated grey frames would be used for the windows. The use of materials would be acceptable and would be in keeping with the surrounding character, with a modern design element. The impact on the surrounding area would be acceptable.

11.15 On the basis of the above assessment, the development would be of a high-quality design and would have an acceptable impact on the character of the surrounding area. The development would comply with Policy D3 of the London Plan (2021), Policies DH1 and HI of the Core Strategy (2014) and The Royal Borough of Greenwich Urban Design SPD (October 2023).

## 12. Standard of accommodation

12.1 Policy D6 of the LP refers to providing high quality housing developments, with adequately sized rooms and convenient and efficient room layouts which are functional and fit for purpose. This is also reflected in Policies H5 and DHI of the CS.

### **GIA**

12.2 The following sets out the relevant 'Minimum Space Standards for New Dwellings' as per the Technical Housing Standards and Policy D6 of the London Plan (2021).

Unit	Provision	Required GIA (sqm)	Provided GIA (sqm)	Min Required Built in Storage (sqm)	Built in Storage (sqm)	Compliant?
Plots 1-3	4 bedroom 8 person	130	151.39	3	8.43	Yes

12.3 As can be seen from the above table, the proposed dwellings would all meet the minimum required standards. It is noted that each dwelling would have a room which has been annotated as a study. This room meets the minimum requirements to be a double bedroom, as such the development has been assessed as such. It is also noted that an area of the loft space provided for each dwelling would not meet the standard for habitable space due to the substandard floor to ceiling height, as such the GIA of the loft level has been reduced accordingly.

### **Bedroom Sizes**

12.4 Pursuant to the Technical Housing Standards, a dwelling with two (2) or more bedspaces must have at least one (1) double (or twin) bedroom. A double or twin bedroom with two (2) bed spaces is required to have a minimum floor area of at least 11.5m<sup>2</sup> and a width of 2.75m. A single bedroom with one (1) bed space is required to have a minimum floor area of 7.5m<sup>2</sup> and be at least 2.15m wide.

12.5 All proposed bedrooms are compliant with the relevant width and floorspace requirements. This aspect of the proposed development is therefore considered to be acceptable.

### **Bathroom Provision**

12.6 The standards also set out that:

*“GIAs for two and three storey dwellings include enough space for one bathroom and one additional WC (or shower room). Additional sanitary facilities may be included without increasing the GIA provided that all aspects of the space standard have been met.”*

12.7 The proposed dwelling is compliant with the above requirement. A WC would be provided at ground floor level, with a bathroom at first floor level and an ensuite at second floor level.

### **Floor to ceiling height requirements**

12.8 It is noted that the Technical Housing Standards states that the minimum floor-to-ceiling height is 2.3m for at least 75% of the GIA. Standard 31 of the Mayor’s Housing SPG however ‘strongly encourages’ a minimum ceiling height of 2.5m for at least 75% of the GIA. However, the recently adopted LP sets out in Policy D6 that new dwellings should ensure that units have a minimum floor to ceiling height of 2.5m across 75% of the GIA.

12.9 The development would be compliant in this regard.

### **Outdoor Space**

12.10 The Mayor’s Housing SPG also prescribes standards for outdoor space as follows:

- Standard 26 – Minimum 5m<sup>2</sup> private outdoor space for 1-2 person dwellings and 1m<sup>2</sup> additional outdoor space per additional occupant.
- Standard 27 – Minimum 1.5m width and depth for all private outdoor spaces.

12.11 The Council has a high standard for rear amenity space for family sized dwellings as set out under policy H5 of the Council’s Core Strategy and paragraph 4.1.31 it states that ‘Dwellings with direct access to private gardens are the most appropriate form of provision for families with children. As a

guide, a minimum garden area of 50m<sup>2</sup> should be provided in houses with up to three bedrooms with an additional 15m<sup>2</sup> provided for each additional bedroom’.

- 12.12 The rear garden provided for each dwelling would exceed 50m<sup>2</sup> and therefore provides good sized gardens for family accommodation.
- 12.13 As such, the outdoor private amenity space provided is considered acceptable.

### ***Outlook, light and privacy***

- 12.14 Other standards within the Mayor’s Housing SPG focus on the internal amenity of future residents. Standard 28 requires that habitable rooms benefit from an adequate level of privacy, Standard 29 promotes dual aspect dwellings in order to optimise daylight, sunlight, natural ventilation, thermal control, pollution mitigation, views and internal flexibility/adaptability, and Standard 32 requires that at least one habitable room (preferably kitchen, dining and living spaces) should receive direct sunlight for part of the day.
- 12.15 Policy D6 states that development should maximise the provision of dual aspect dwellings and avoid the provision of single aspect dwellings and that new dwelling should be provided with sufficient daylight and sunlight.
- 12.16 All habitable rooms would receive an appropriate level of daylight and sunlight, the outlook would be acceptable also.
- 12.17 It is noted that the proposed dwellings would have a close relationship with nos.47-51 Holland Gardens, however the separation distance between habitable openings would be 18 metres or more which is welcomed and complies with the Council’s Urban Design SPD. Whilst it is noted that there would be some degree of overlooking, this is considered to be acceptable and would not be worse than a typical suburban environment.

### ***Conclusions***

- 12.18 The proposal is considered to provide a suitable standard of accommodation for future occupiers. Consequently, the proposed development would be in accordance with Policy D6 of the London Plan (2021), Policies H5 and DH1 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014) and the Technical Housing Standards – Nationally Described Space Standard (2015), the London Housing SPG (2016).

### **13. Impact on neighbouring amenity**

- 13.1 Policy D14 of the LP sets out that development proposals should seek to proactively manage noise impacts in a variety of ways where possible. Proposals should use good design to mitigate and minimise existing and potential nuisances generated by uses and activities located in the area.
- 13.2 Policy DH(b) of the CS requires new development to demonstrate that there would be no significant loss of amenity to adjacent or nearby properties, by reducing the amount of daylight, sunlight, privacy or outlook they enjoy, by creating an unneighbourly sense of enclosure, or by unacceptably impacting the wind environment or microclimate.
- 13.3 Policy E(a) of the CS states that planning permission will not normally be granted where a proposed development or change of use would generally have a significant adverse effect on the amenities of adjacent occupiers or uses, and especially where proposals would be likely to result in the unacceptable emission of noise, light, vibrations, odours, fumes, dust, water and Soil pollutants or grit.
- 13.4 Further to the above, the Council's Urban Design Guide Supplementary Planning Document (SPD) (2023) provides useful guidance for the determination of planning applications, especially in relation to impacts on residential amenity.
- 13.5 Para i.13 of the SPD makes clear that proposals must demonstrate that they would not result in an unacceptable loss of privacy to neighbouring properties or gardens. This is a particularly important priority when designing double-storey extensions. Window positions, angles, distance and orientation are fundamental considerations, as highlighted in para.
- 13.6 The proposed dwellings would sit to the west of properties along Holland Gardens. It is recommended that where a direct relationship between habitable windows exists, the separation distance should be 18 metres as a minimum, as noted above and within the both the Housing SPG and the Council's Urban Design Guide SPD.
- 13.7 The separation distance between the proposed dwellings and the dwellings at nos. 47 -51 Holland Gardens would be 18 metres as a minimum throughout the development. This is welcomed and would ensure that there is not an unacceptable level of overlooking proposed.



- 13.8 It is considered that dwellings due to position would not impact those properties in Overmead to the north (20 metres away) and those in Avery Hill Road (33.4 metres), in terms of privacy and overlooking.
- 13.9 It is considered due to the positioning of the properties, there would be no impact on outlook and sense of enclosure. It is also likely that due to positioning, distance and relationship, not to affect sunlight and daylight.
- 13.10 It is noted that the proposed development would add to the occupancy of the site, and would create some noise disturbance, however this is not considered to be at an unreasonable level and neighbouring properties would not experience an unreasonable level of disturbance.

***Environmental matters:***

- 13.11 It is noted that No.3 184 and No.186 would sit adjacent to the entrance to the site, and that there would be some increased disturbance from movements, however this would not be to an unacceptable level, given the modest scale of the development proposed.
- 13.12 As noted since the original submission, the car parking on the site has been removed, due to highway and pedestrian concerns. With conditions imposed to remove the drop kerb on Avery Hill Road, details of the bollard at the front and ensure that the only vehicle able to access the site are emergency vehicles, this would ensure the disturbance from occupiers is limited from comings and goings from the properties.
- 13.13 Noting the overwhelming residential nature of the surrounding area, it is not considered that a modest uplift in residential occupiers/units brought forward under this application would result in any excessive increase in noise and disturbance of people coming and going to the site.
- 13.14 A construction management plan could be secured by condition to ensure that future occupants are not disturbed during implementation of any development approved.
- 13.15 Overall, the proposed development is acceptable with regard to its impact on the neighbour amenity of the adjacent residential occupiers.
- 13.16 In summary, the proposed dwellings would preserve the amenity of the neighbouring occupiers, in accordance with Policy D14 of the London Plan

(2021) and Policies E(a) and DH(b) of the adopted Core Strategy and Detailed Policies (2014).

#### **14. Inclusive Design**

- 14.1 Policy D5 of the LP requires developments to achieve the highest standards of accessible and inclusive design.
- 14.2 Policy D7 of the LP sets out that that to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, major residential development must ensure that at least 10% of dwellings meet Building Regulations requirement M4(3) and all other dwellings meeting M4(2). This is supported by Standard 11 of the Mayors Housing SPG (2016).
- 14.3 CS Policy H5 supports the principles of inclusive living environment and Policy DHI also states that all new developments should achieve accessible and inclusive environments.
- 14.4 A condition has been recommended for the decision notice to ensure the development is fully compliant with Building Regulation requirements M4(2) (see wording in appendix 2).

#### **15. Transport and Highways Impacts**

- 15.1 Policy T2 of the LP states that development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. This policy also states that development proposals should reduce the dominance of vehicles on London's streets whether stationary or moving.
- 15.2 Policy T6 of the LP states that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking.
- 15.3 Policy T6.1 further sets out that maximum parking provision for residential development should be in accordance with Table 10.3. For a residential development of this size, the London Plan sets out that each new dwelling proposed should be providing a maximum of 0.5 car parking spaces.
- 15.4 Policy IM4 of the CS supports the development of an integrated and sustainable transport system that is extensive in coverage and meets the

needs of residents, businesses, workers and visitors in Royal Greenwich. It requires all development in Royal Greenwich to contribute to improved accessibility and safety and to reduce the use of the private car and the need to travel.

- 15.5 It is noted that the site is located within an area classified as PTAL 2 for accessibility to public transport (on a scale of 1 to 6 with 6b being the best). It is noted that the site is located on the edge of the New Eltham CPZ.
- 15.6 The development when this was original submitted sought three parking spaces on site which is considered to be excessive and above the requirements of the London Plan. This was highlighted both by the Council's Highway's Expert and TfL (see consultation responses in section 6).
- 15.7 In addition, and as noted by the Council's Highway's Expert in regards to their initial comments, they concluded that given the issues of sight visibility, narrow access width, and non-compliance with the London Plan policy, it was recommended that the development be car free. It was recommended that the existing vehicle crossover is abandoned and the car park spaces removed to create a positive landscaped area.
- 15.8 The applicant sought to revise the application and this no longer provides parking on site.
- 15.9 A car free development is consistent with London Plan policy T6 and Core Strategy which promote active travel and use of public transport. As such a sustainable development is also in line with the Governments NPPF advice.
- 15.10 The absence of vehicles on the site also overcomes issues of poor sight lines from the access.
- 15.11 As stated from the Highways Officer, from the parking surveys undertaken of the surrounding area it was found the parking spaces were not extensively occupied and there was spare capacity. Given the limited times of operation of the CPZ this indicates that any additional demand generated outside the restricted hours could be accommodated on-street.
- 15.12 The Highways Officer has recommended the abandonment of the dropped kerb and not installing a bollard.
- 15.13 A condition will be imposed that the dropped kerb is abandoned.

- 15.14 However, it is also considered for further protection that vehicles, with the exception of an emergency vehicle if necessary, cannot drive into and out of the site, a condition requiring full details of a removable bollard to be installed, who will have access to this and how it will be managed is to be imposed.
- 15.15 A condition ensuring that no parking or access for residents, visitors or deliveries is allowed on site is also proposed.
- 15.16 As such the proposal would be in accordance with Policies T2, T4, T6 and T6.1 of the London Plan (2021) and Policies IM4 and IM(c) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (adopted July 2014).

## **16. Cycle Parking**

- 16.1 Policy T5 of the LP states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. The policy is clear that proposals should do this by meeting providing cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3. The cycle parking should be fit for purpose, secure and well-located.
- 16.2 Within Policy T5, Table 10.2 in the LP sets out that a proposal of the type brought forward in this application should provide two (2) cycle parking spaces. This is supported by Policy IM(b) of the CS.
- 16.3 Space for two cycle spaces would be required per dwelling. These have been shown to the front of the dwellings, details relating to this would be sought via condition should the application be recommended for approval. The storage arrangement proposed should ensure that the storage would be secure and dry.

## **17. Waste and Refuse Storage**

- 17.1 Policy H5 of the CS identifies that development needs to minimise the production of waste, to promote the reuse and recycling of waste materials and to ensure that waste disposal is environmentally responsible. As such, residential schemes should incorporate measures for community recycling that minimises waste disposal and should provide refuse bins and recycling boxes. This is supported by LP Policies SI7 and SI8.

- 17.2 Refuse and recycling bins would be sited within the site, it has been shown on the proposed plans that a refuse truck could enter the site.
- 17.3 The Council's Waste Team have been consulted on this application, they are satisfied with the revised proposal.
- 17.4 Whilst it is noted that the waste team have not raised concern relating to the provision of refuse bins, it is noted that three bins would be required per dwelling whilst two have been shown on the plans. The bins would be taken to a collection point towards the front of the site. Should this application be recommended for approval, a condition requiring a third refuse and recycling bin be provided would be attached to the decision notice.
- 17.5 Subject to the recommended condition, the development would be acceptable in this regard.

## **18. Sustainability**

- 18.1 Policy H5 Policy DHI sets out Council's expectations for all development to maximise energy conservation and minimise future carbon dioxide emissions and mitigate climate change, and to comply with LP Policy SI2 and Policy EI of the CS.
- 18.2 Policy SI2 specifically sets out that major residential development should achieve a minimum reduction of carbon emissions of at least 10 percent beyond those requirements set out in the building regulations. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough, either:
- 1) through a cash in lieu contribution to the borough's carbon offset fund, or
  - 2) of-site provided that an alternative proposal is identified and delivery is certain.
- 18.3 Carbon emissions are to be reduced in accordance with the Mayor's energy hierarchy;
1. Be lean: use less energy
  2. Be clean: supply energy efficiently; and
  3. Be green: use renewable energy
- 18.4 The Greener Greenwich Supplementary Planning Document provides guidance on how new development in the borough should be designed and

built so that it has a positive impact on the environment and achieves the highest standards of sustainable design and construction.

- 18.5 The above is not a requirement for a development of this scale as this application is not an application for major development. However, the development as a whole should strive to meet these standards and applicants are encouraged to submit a report that addresses the requirements set by the Greener Greenwich Supplementary Planning Document (SPD).
- 18.6 LP Policy SI5 requires development to minimise the use of mains water by incorporating water saving measures and equipment and designing residential development so that mains water consumption would meet a target of 105 litres or less per head per day. This is captured under the Greener Greenwich Supplementary Planning Document (SPD).
- 18.7 Conditions are recommended to be attached to the decision notice to ensure that the above policies and recommendations are adhered to.

## **19. Trees and ecology**

- 19.1 Policy G7 of the LP sets out that London's urban forest and woodlands should be protected and maintained, and new trees and woodlands should be planted in appropriate locations in order to increase the extent of London's urban forest – the area of London under the canopy of trees.
- 19.2 Policy OS(f) of the CS requires an appropriate level of survey to enable decision to be made about the existing trees on the site. Development decisions are required to consider the protection of trees and their root systems both during and after building operations, and achievement of appropriate replacement of trees taking account of size, coverage, and species where it is agreed that trees can be felled.
- 19.3 Due to the age of the application and when it was submitted, this application is not subject to the requirements of Biodiversity Net Gain (BNG). The requirements BNG were implemented after the date in which it was submitted.

### ***Trees and greenery***

- 19.4 The site is not subject to a tree protection order. However, it is noted that there are some trees on the site. The submitted site plan shows that trees would be retained as part of the proposed development. A tree protection

plan and Arboricultural impact assessment would be sought via condition should this application be recommended for approval to ensure the trees are protected during the construction process. Subject to this condition it is considered that the development would have an acceptable impact on trees on the site.

### ***Ecology***

- 19.5 Paragraph 174 of the NPPF sets out that planning decisions should contribute to and enhance the natural and local environment by, among others, protecting and enhancing valued landscapes and sites of biodiversity in a manner commensurate with their identified quality in the development plan. Minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.
- 19.6 Policy G6 of the LP and Policy OS4 of the CS seek wherever possible to ensure that development makes a positive contribution to the protection, enhancement, creation and management of biodiversity.
- 19.7 CS Policy OS(f) requires development proposals to take account of ecological factors including impacts on trees and biodiversity.
- 19.8 It is noted that the site has dense vegetation on it, as such there is the potential for the site to provide habitats. An ecological appraisal has been submitted in support of this application. This report concludes that the development is not likely to impact on statutory designated sites. The existing grassland and bramble scrub have limited ecological value, with the treelines, trees and mixed scrub having greater ecological value in the context of the site. Any trees should therefore be replaced. It is not considered likely that the site provides habitats for badgers and bats. Enhancements are recommended including bird boxes, log piles, hedgehog houses and bee bricks. These enhancements would be secured via condition should the application be recommended for approval.

## **20. Community Infrastructure Levy**

20.1 The current application is liable to this requirement.

## **21. RBG CIL**

21.1 The current application is liable to this requirement.

## **22. Public Sector Equality Deputy (PSED) and Human Rights**

- 22.1 Under the Equalities Act 2010, the Council must have due regard to the need to eliminate discrimination, harassment or victimisation of persons by reason of age, disability, pregnancy, race, religion, sex and sexual orientation. This planning application has been processed and assessed with due regard to the PSED. The application proposals are not considered to conflict with the Duty.
- 22.2 The application has also been considered in the light of the Human Rights Act 1998 and it is considered that the analysis of the issues in this case, as set out in this report and recommendation, is compatible with the Act.

## **23. Implications for disadvantaged groups**

- 23.1 There are no specific implications identified.

## **24. Planning Balance and Conclusions**

- 24.1 At present the Council is able to demonstrate a housing land supply of 2.46 years. This means that Royal Greenwich is not meeting the NPPF requirement for a five-year housing land supply (5YHLS). In the circumstances where the Council is unable to demonstrate a 5YHLS, under footnote 8 of the NPPF, the presumption in favour of sustainable development in accordance with paragraph 11d of the Framework applies – ‘the tilted balance’. ‘tilted balance’ refers to the presumption in paragraph 11 (d) ii of the NPPF that, where the presumption applies, planning permission should be granted unless there are “adverse impacts which would significantly and demonstrably outweigh its benefits, when assessed against the policies of the Framework as a whole.
- 24.2 In this instance it is considered that any areas of non-compliance in this report are easily and demonstrably outweighed by the benefits which the scheme brings forward particularly noting the tilted balance, however no areas of non-compliance have been identified.
- 24.3 The proposed development would not result in a significantly detrimental effect on the character and appearance of the streetscene or the surrounding area generally.
- 24.4 The proposed development would bring forward three large family residential units which would have a high-quality design and would provide an excellent quality of accommodation to prospective tenants.



- 24.5 The proposed development would not result in any unacceptable impacts to the amenity enjoyed by neighbouring occupiers beyond the existing lawful situation on site.
- 24.6 The submissions have adequately demonstrated that the proposed development would not have an unacceptable impact on the local highway network or car parking pressure within the immediate area.
- 24.7 Accordingly, it is recommended that permission be granted for application reference 24/1100/F, in line with Section I of this report.

**Background Papers:**

National Planning Policy Framework (2023)

National Planning Practice Guidance

The London Plan (2021)

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

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

Technical Housing Standards – Nationally Described Space Standards (2015)

Mayor Housing SPG (2016)

Royal Borough of Greenwich Urban Design Supplementary Planning Document (SPD) (October 2023)

RBG CIL Charging Schedule (2024)

Responses from consultations

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