

<b>Committee:</b> Development Committee	<b>Date:</b> 8 <sup>th</sup> February 2012	<b>Classification:</b> Unrestricted	<b>Agenda Item No:</b> 7.2
<b>Report of:</b> Corporate Director of Development and Renewal		<b>Title:</b> Planning Application for Decision	
<b>Case Officer:</b> Mandip Dhillon		<b>Ref No:</b> PA/10/02576 and PA/10/02577	
		<b>Ward(s):</b> Blackwall and Cubitt Town	

## 1. APPLICATION DETAILS

**Location:** PA/10/02576: Site adjacent to 52 Stebondale Street (at the junction with Billson Street), London

PA/10/02577: Site adjacent to 76 Stebondale Street (at the junction with Kingfield Street), London

**Existing Use:** PA/10/02576: Vacant area of hardstanding, used by local residents as car parking- but the land is not designated car parking.

PA/10/02577: Vacant area of hardstanding, used by local residents as car parking- but the land is not designated car parking.

**Proposal:** PA/10/02576: Erection of a three storey family dwelling house (Use Class C3) located on land at the junction of Billson Street and Stebondale Road.

PA/10/02577: Erection of a three storey family dwelling house (Use Class C3) located on land at the junction of Kingfield Street and Stebondale Road.

**Drawing No's:** PA/10/02576 – Stebondale Street at the junction with Bilson Street  
Drawing Numbers:  
006; 036 rev A and 037 rev F.

Documents:

Planning& Regeneration Statement, Impact Statement and Statement of Community Involvement dated November 2010, Design and Access Statement dated November 2010, Building Materials document Rev A dated November 2010, Renewable Energy Statement dated November 2010, Flood Risk Assessment reference:7880101969/R2 dated November 2010 and Open Space Assessment dated October 2010.

PA/10/02577 – Stebondale Street at the junction with Kingfield Street  
Drawing Numbers:  
007, 038 and 039 rev B.

Documents:

Planning& Regeneration Statement, Impact Statement and Statement of Community Involvement dated November 2010, Design and Access Statement dated November 2010, Building Materials document Rev A dated November 2010, Renewable Energy Statement dated November 2010, Flood Risk Assessment reference:7880101969/R2

dated November 2010 and Open Space Assessment dated October 2010.

**Applicant:** East End Homes  
**Owner:** East End Homes  
**Historic Building:** None within site.

**Conservation Area:** Not in a Conservation Area

**Other designations:** Millwall Park located opposite application site on northern side of Stebondale Street is an area of designated Metropolitan Open Land.

## **2. SUMMARY OF MATERIAL PLANNING CONSIDERATIONS**

- 2.1 The Local Planning Authority has considered the particular circumstances of this application against the Council's approved planning policies contained in the London Plan (2011), the Council's Core Strategy (2010), the London Borough of Tower Hamlets Unitary Development Plan (1998), the Council's Interim Planning Guidance (2007), Managing Development - Development Plan Document (Proposed Submission Version January 2012) relevant supplementary planning guidance and Government Planning Policy Guidance and has found that:
1. The proposal provides an increase in the supply of housing through the provision of a suitably sized single family dwelling house. As such, the proposal is in line with policies 3.3 and 3.4 of the London Plan (2011), policies SO7, SP02 of the adopted Core Strategy 2010 and saved policy HSG7 of the Unitary Development Plan 1998, which seek to ensure that there is adequate mix and choice of unit sizes within the borough.
  2. Considered with the parallel redevelopment application at the Island Gardens Estate (ref. PA/10/02578) and taking account of the submitted Planning Statement, the provision of 35.8% affordable housing across the three sites (27.7% uplift affordable housing) is considered to provide an acceptable level of affordable housing, tenure and mix of units and as such complies with policies 3.8, 3.9 and 3.11 of the London Plan (2011), policy HSG7 of the Council's Unitary Development Plan (1998) policy SP02 of the Core Strategy (2010), policy DM3 of the Managing Development DPD (Proposed Submission Version 2012) and policies HSG2 and HSG3 of the Council's Interim Planning Guidance (2007) and, which seek to ensure that new developments offer a range of housing choices and acceptable level of affordable housing subject to viability.
  3. The proposed development is considered appropriate in terms of design, bulk and scale, internal space standards, private amenity space and use of materials. The design of the new building is in keeping with the surrounding properties in terms of general building line and height. The proposal is in accordance with saved policies 3.5 of the London Plan (2011), policy SP10 of the adopted Core Strategy 2010, saved policies DEV1, DEV12, DEV13 and DEV16 of the adopted Unitary Development Plan 1998, policies DM3, DM4 and DM24 of the Managing Development DPD (Proposed Submission Version 2012), policies DEV2 and HSG7 of the Interim Planning Guidance 1997 and Residential Space Standards SPG 1998. These policies seek to ensure appropriate design within the Borough which respects the local context.
  4. The proposed development is considered acceptable in respect of the amenity of adjacent residential occupiers and future residential occupiers of the site in respect of privacy, daylight and sunlight and overlooking. This is in line with policy SP10 of the adopted Core Strategy 2010, saved policy DEV2 of the adopted Unitary Development Plan 1998, policy DM25 of the Managing Development DPD (Proposed Submission Version 2012) and DEV1 of the Interim Planning Guidance 2007. These policies seek to

protect the residential amenity of existing and future occupiers.

5. In reference to transport matters, including access and the creation of a car free development, the proposal is considered acceptable and in line with policies SO20 and SP09 of the adopted Core Strategy 2010, saved policy T16 of the Unitary Development Plan 1998, policy DM22 of the Managing Development DPD (Proposed Submission Version 2012) and policies DEV16 and DEV19 of the Interim Planning Guidance 2007 which seek to ensure developments are supported by existing transport infrastructure.

### **3. RECOMMENDATION**

- 3.1 That the Committee resolve to **GRANT** planning permission subject to:

That prior completion of a **legal agreement** to secure the following planning obligations:

- a) The developments are secured as affordable (social rented) housing; and
  - b) Car and Permit Free agreement for both residential units.
  - c) Any other planning obligation(s) considered necessary by the Corporate Director Development & Renewal.
- 3.2 Should Council Members be minded to refuse the linked substantive Island Gardens planning application (ref PA/10/02578), also presented on this agenda, the proposed dwelling houses would not be secured as affordable housing.
  - 3.3 That the Corporate Director Development & Renewal is delegated power to negotiate the legal agreement indicated above.
  - 3.4 That the Corporate Director Development & Renewal is delegated power to impose conditions and informatives on the planning permission to secure the following matters:

#### **Conditions proposed for PA/10/02576 and PA/10/02577:**

1. Time Limit
2. Compliance with plans and documents
3. Hours of construction (08.00 until 17.00 Monday to Friday; 08.00 until 13:00 Saturday. No work on Sundays or Bank Holidays)
4. Detail of Highway Works to be completed through S278 agreement
5. Full details of cycle storage to be submitted and approved
6. Any other planning condition(s) considered necessary by the Corporate Director Development & Renewal

#### **Informatives proposed for PA/10/02576 and PA/10/02577:**

- 1) Applicant advised to contact LBTH Building Control team.
- 3.5 That, if by the 30<sup>th</sup> March 2012 the legal agreement has not been completed, the Corporate Director Development & Renewal is delegated power to refuse planning permission.

### **4. PROPOSAL AND LOCATION DETAILS**

#### **Background**

- 4.1 These planning applications have been submitted by East End Homes who own the major interest in the application sites.

- 4.2 This applications are linked to the substantive Island Gardens Estate planning application, planning reference PA/10/02578 which is also submitted by the same applicant. The Island Gardens Estate planning application is reported separately on this agenda. The three applications are linked regarding the provision of affordable housing and dwelling mix. The application at the Island Garden Estate seeks to provide 86 residential units, alongside a commercial unit (A1, A2, A3 or B1) of 68sqm and a non-residential community use of 67sqm (D1 use class).
- 4.3 Under the Housing Choice transfer programme, the Island Gardens estate is considered as an estate regeneration site. Tower Hamlets Council transferred the Island Gardens estate to East End Homes in 2006 through the stock transfer scheme. Part of the proposals at the Island Garden site include bringing the estate up to Decent Homes Plus standard, in order to do this a significant level of investment is required in the order of £1.5million. The cross subsidy generated from building new properties for sale at the Island Garden Estate would be invested in bringing the Island Garden estate to Decent Homes Plus standard.
- 4.4 The overall housing proposed within all three applications is 88 units including the two dwelling houses proposed on Stebondale Street, at the junctions of Kingfield Street and Billson Street. The two sites on Stebondale Street seek to provide affordable, social rented, family housing.
- 4.5 All three planning applications, PA/10/02576, PA/10/02577 and PA/10/02578 are linked planning applications by virtue of the delivery of affordable housing and estate regeneration proposals at the Island Gardens site. The determination of the substantive application under consideration for the main Island Gardens Estate (PA/10/02578) has a direct impact upon the delivery of affordable housing and the delivery of Decent Home Plus works at the Island Gardens estate. Should members be minded to grant planning permission, all three planning applications (PA/10/2576, 02577 and 02578), would be linked via a legal agreement to provide affordable housing in perpetuity, including at these two sites providing stand alone single family houses.

### **Proposal**

- 4.6 The layout of the sites on Stebondale Street, at the junction with Kingfield Street and Billson Street are very similar. Both sites comprise a vacant area of hardstanding which is currently used for the parking of motor vehicles by local residents, although the spaces are not allocated car parking for residents. The report below discusses both sites.
- 4.7 The applications propose the erection of 2 x three storey single family dwelling houses with associated private amenity space. One single family dwelling house is proposed on Stebondale Street at the junction with Kingfield Street and a further single family dwelling house at the junction with Billson Street.

### **Site and Surroundings**

- 4.8 The two sites are rectangular parcels covering an area of 0.01 hectares each. The sites are bound by Stebondale Street along the sites western boundary and are located at the junctions of Kingfield Street and Billson Street along their southern boundary. The sites are located on the opposite side of Millwall Park.
- 4.9 The surrounding area is predominantly residential comprising two and three single family dwelling houses both terraced and semi-detached.
- 4.10 The site has a Public Transport Accessibility Level (PTAL) of 2. The closest station to the site is located at Island Garden DLR which is approximately 400 metres walk from the Kingfield Street application site and 340 metres from the Billson Street application site. The site is close to bus routes numbers D3, D7, in addition the 135 bus route is accessible a

short walk to the west of the application site.

## **Planning History**

- 4.11 There is no relevant planning history relating to the application site except the link of these two current applications to PA/10/02578, set out above in paragraph 4.1.

## **5. POLICY FRAMEWORK**

- 5.1 For details of the status of relevant policies see the front sheet for “Planning Applications for Determination” agenda items. The following policies are relevant to the application:

### **Unitary Development Plan 1998 (as saved September 2007)**

Policies:	DEV1	Design Requirements
	DEV2	Environmental Requirements
	DEV4	Planning Obligations
	DEV12	Provision Of Landscaping in Development
	DEV50	Noise
	HSG7	Dwelling Mix and Type
	HSG13	Internal Space Standards
	HSG16	Housing Amenity Space
	T16	Traffic Priorities for New Development

### **Core Strategy 2010**

#### Strategic

Objectives:	S07	Urban Living for Everyone
	S08	Urban Living for Everyone
	S09	Urban Living for Everyone
	SO10	Creating Healthy and Liveable Neighbourhoods
	SO22	Creating Distinct and Durable Places
	SO23	Creating Distinct and Durable Places

Spatial Policies:	SP02	Urban Living for Everyone
	SP03	Creating Healthy and Liveable Neighbourhoods
	SP10	Creating Distinct and Durable Places

### **Managing Development Development Plan Document (DPD) Proposed Submission Version 2012**

Policies	DM1	Development within the town centre hierarchy
	DM3	Delivering Homes
	DM4	Housing standards and amenity space
	DM8	Community Infrastructure
	DM10	Delivering Open Space
	DM11	Living Buildings and biodiversity
	DM13	Sustainable Drainage
	DM14	Managing Waste
	DM20	Supporting a Sustainable transport network
	DM22	Parking
	DM23	Streets and the public realm
	DM24	Place sensitive design
	DM25	Amenity
	DM26	Building Heights
	DM27	Heritage and the historic environment

DM29	Achieving a zero-carbon borough and addressing climate change
DM30	Contaminated Land

### **Interim Planning Guidance for the purposes of Development Control (October 2007)**

Policies:	DEV1	Amenity
	DEV2	Character and Design
	DEV10	Disturbance from Noise Pollution
	DEV19	Parking for Motor Vehicles
	HSG7	Housing Amenity Space

### **Supplementary Planning Guidance/Documents**

N/A

### **Spatial Development Strategy for Greater London (London Plan) 2011**

Policies:	3.3	Increasing Housing Supply
	3.4	Optimising Housing Potential
	3.5	Quality and Design of Housing Developments
	6.3	Assessing Effects of Development on Transport Capacity
	6.9	Cycling
	6.10	Walking
	6.13	Parking
	7.4	Local Character
	7.5	Public Realm
	7.6	Architecture

### **Government Planning Policy Guidance/Statements**

PPS1	Delivering Sustainable Development
PPS3	Housing
PPS5	Planning and the Historic Environment
PPG13	Transport

**Community Plan** The following Community Plan objectives relate to the application:

- A better place for living safely
- A better place for living well
- A better place for creating and sharing prosperity

## **6. CONSULTATION RESPONSE**

6.1 The views of the Directorate of Development and Renewal are expressed in the MATERIAL PLANNING CONSIDERATIONS section below. The following were consulted regarding the application:

### **Environment Agency (Statutory Consultee)**

6.2 No objections raised.

### **LBTH Building Control**

6.3 No objections raised.

### **LBTH Housing**

6.4 Comments were received in support of these applications and the wider Island Garden application given the provision of large family, social rented (affordable) housing.

## **LBTH Parks and Open Spaces**

6.5 No comments received to date.

## **LBTH Conservation and Design**

6.6 No objections raised.

## **7. LOCAL REPRESENTATION**

7.1 A total of 21 neighbouring properties within the area shown on the maps appended to this report were notified about the applications and invited to comment. The application has also been publicised on site.

The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

No. of individual responses: 1      Against: 1      In Support: 0

7.2 The comments received have been listed below:

7.3 Objection received in regard to PA/10/02576 only

1. Loss of light to the garden;

*(Officer Comment: Given the distance and angle of the proposed dwelling in line with the garden of 30 Billson Street, it is not considered that the proposed works will create a substantial loss of light, above that which already exists at the site.)*

2. Loss Of Privacy/Overlooking

*(Officer Comment: The habitable room windows on the Billson Street properties lie at right angles to the habitable room properties of the proposed development therefore it is only considered that there could be minor oblique angled views and no substantial loss of privacy to the properties at Billson Street.)*

3. Noise and disturbance from building work;

*(Officer Comment: Although construction works are controlled by separate legislation, a condition will be added to control the hours of construction to ensure the amenity of neighbouring residents.)*

4. Devaluation of property

*(Officer Comment: This is not a material planning consideration)*

5. The property should have one car parking space as a family home.

*(Officer Comment: The proposal accords with Core Strategy policies for car free developments. The site is also located within close proximity to both bus services and the DLR line making it a highly accessible site.)*

6. 21 days is considered to be very short notice of a planning application.

*(Officer Comment: A 21 day consultation on a planning application is compliant with the statutory requirements for consultation on planning applications.)*

## **8. MATERIAL PLANNING CONSIDERATIONS**

8.1 The application has been fully reconsidered against all relevant policies under the following report headings:

- 8.2
1. Land-use
  2. Housing
  3. Design
  4. Amenity
  5. Transport

### Land-use

- 8.3 The application sites have no specific designations in the adopted Unitary Development Plan 1998 (UDP), the Managing Development DPD (proposed Submission Version 2012) (MD DPD) or the Interim Planning Guidance 2007 (IPG). The sites are currently areas of vacant hardstanding which abut the public highway. The proposal would not therefore result in any material change of use of the sites.
- 8.4 The applications propose a residential development comprising of a 4 bedroom single family dwelling house. The proposals will deliver 2 family houses (Use Class A3) with associated private amenity space.
- 8.5 The borough is in need of suitable family sized housing and it is considered that the proposal would be acceptable, subject to compliance with other local plan policies, as it accords with saved policy HSG7 of the UDP 1998, policy SO7, SP02 of the adopted Core Strategy 2010 (CS) and policy 3.3 of the consolidated London Plan 2011, which seek to ensure that there is adequate mix and choice of unit sizes within the borough.

### Housing

- 8.6 The applications propose 2 residential (Use Class C3) units. The developer seeks to link the affordable housing obligation arising from the development at these two sites to the parallel proposals at the Island Gardens Estate for 86 residential units (PA/10/02578) which are reported separately on this agenda. Whilst the Island Gardens estate development proposal is able to deliver some affordable housing provision, it is proposed that off-site provision is provided on these two sites on Stebondale Street to provide social rented affordable family housing.

As such, all information relating to housing within this committee report will refer to the applicants offer of 88 residential units. The following table (Table 1) sets out the proposed housing mix when split into market, social-rent, shared-ownership tenures for all 88 proposed residential units:

Table 1	Market Sale	Social Rent	Shared Ownership
Studios	4	0	0
1 Bedroom unit	16	0	2
2 Bedroom unit	33	7	2
3 bedroom unit	11	8	1
4 Bedroom unit	0	4	0
5 Bedroom unit	0	0	0
<b>Total Units</b>	<b>64</b>	<b>19</b>	<b>5</b>
<b>Total Affordable Units</b>		<b>24</b>	



- 8.7 The proposed housing mix provides an excess of two, three and four bedroom units in the social housing tenure against the policy target, this includes the two single family dwelling houses proposed on Stebondale Street. It is also noted that IPG policy HSG2 and policy SP02 of the CS seeks the overall provision of 45% family sized units (comprising 3 or more bedrooms) in the social rent tenure; whereas the application proposes 63% family sized units.
- 8.8 The provision of family sized accommodation of the type and size proposed is considered to be acceptable and in accordance with saved policy HSG7 of the UDP, policies S07, S08, S09 and SP02 of the CS, HSG2, HSG3 and HSG5 of the IPG, policies DM3 and DM4 of the MD DPD and London Plan policies 3.8, 3.9 and 3.11.

### Design

- 8.9 Good design is central to the objectives of national, regional and local planning policy. Policy 3.5 of the London Plan provides guidance on the Quality and design of housing developments and specifies a number criterion aimed at achieving good design. These criterion are reflected in saved policies DEV1, DEV2 and DEV3 of the UDP; policies SO20, SO21, SO22, SO23 and SP10 of the Councils CS, policy DM24 of the MD DPD and IPG policies DEV1 and DEV2.
- 8.10 These policies require new development to be sensitive to the character of the surrounding area in terms of design, bulk, scale and the use of materials. They also require development to be sensitive to the capabilities of the site.
- 8.11 Policy DEV2 of the IPG, supported by policy SP10 of the CS seeks to ensure new development creates buildings and spaces that are of high quality in design and construction, are sustainable, accessible, attractive, safe and well integrated with their surroundings.

### PA/10/02576 – Stebondale Street at the junction with Bilson Street

- 8.12 The proposed dwelling is three storeys in height and is proposed to adjoin a 4 storey building which fronts Stebondale Street. Properties to the rear of the site, along Billson Street are two storeys in height.
- 8.13 The dwellinghouse is proposed to extend 0.4m beyond the front elevation and 3 metres beyond the ground floor rear elevation of the adjoining property on Stebondale Street. At first and second floor levels, the rear elevation of the proposed property is proposed to be set back to prevent any detrimental impact upon residential amenity, the total projection will be 0.5m beyond the existing Stebondale Street rear elevations.
- 8.14 On the opposite corner of Stebondale Street, the corner junction of properties comprise three storey semi detached residential properties.
- 8.15 The design of the property offers active frontages along both Stebondale Street and Billson Street with access points into the property from both roads.
- 8.16 The proposed development is considered appropriate in terms of design, bulk and scale, internal space standards and use of materials. The design of the new building is in keeping with the surrounding properties in terms of general building line and height. The proposal is in accordance with saved policies 3.5 of the London Plan 2011, policy SP10 of the CS, saved policies DEV1, DEV12, DEV13 and DEV16 of the UDP, policies DM3, DM4 and DM24 of the MD DPD and policies DEV2 and HSG7 of the IPG. These policies seek to ensure appropriate design within the Borough which respects the local context.

## **PA/10/02577 – Stebondale Street at the junction with Kingfield Street**

- 8.17 The proposed dwelling is three storeys in height and is proposed to adjoin a 4 storey building which fronts Stebondale Street. Properties to the rear of the site, along Kingfield Street are two stories in height.
- 8.18 The dwellinghouse is proposed to extend 0.4m beyond the front elevation and 3 metres beyond the ground floor rear elevation of the Stebondale Street properties. At first and second floor levels, the rear elevation of the proposed property will be set back to prevent any detrimental impact upon residential amenity, the total projection will be 0.5m beyond the rear elevations of the Stebondale Street rear elevations.
- 8.19 The design of the property offers active frontages along both Stebondale Street and Kingfield Street with the access point into the property from Kingfield Street.
- 8.20 The proposed development is considered appropriate in terms of design, bulk and scale, internal space standards and use of materials. The design of the new building is in keeping with the surrounding properties in terms of general building line and height. The proposal is in accordance with saved policies 4B.1 of the London Plan 2008 (consolidated with alterations since 2004), policy SP10 of the CS, saved policies DEV1, DEV12, DEV13 and DEV16 of the UDP, policies DM3, DM4 and DM24 of the MD DPD and policies DEV2 and HSG7 of the IPG. These policies seek to ensure appropriate design within the Borough which respects the local context.

### **Amenity**

#### Standard of accommodation

- 8.21 London Plan policy 3.5 seeks quality in new housing provision. London Plan policy 3.5 and saved UDP policy HSG13 and MD DPD policy DM25 requires new development to make adequate provision of internal residential space.

#### Floorspace

- 8.22 The submitted drawings and details of housing shows that the houses are in-line with the requirements of the space standards set out in policy 3.5, table 3.3, of the London Plan 2011 and policy DM3 of the MD DPD.

#### Overbearing/ Daylight and Sunlight

- 8.23 The proposed developments are proposed to extend 3 metres to the rear of the Stebondale Street properties at ground floor level which is not considered to be overbearing upon the neighbouring residential occupiers. At first and second floor level, the developments has been set back and protrude only 0.5m beyond the rear elevation of the Stebondale Street elevations. This is not considered to have an overbearing impact when viewed by neighbouring residents from adjoining windows. Along the Stebondale Street frontage, the unit is proposed to extend 0.4m beyond the building line of the adjoining units, however this is not considered to be overbearing when viewed from neighbouring properties or the surrounding area as a whole.
- 8.24 As a result of setting the buildings in at first and second floor level to the rear of the development, and only extending the building line 0.4m beyond the existing front elevation of the Stebondale Street frontages, there is no loss of light to the neighbouring properties.
- 8.25 Concerns have also been raised by adjoining residents at Billson Street with regard to loss of light at Billson Street, however given the distance and angle of the proposed dwelling in line with the garden of 30 Billson Street, it is not considered that the proposed works will create a substantial loss of light, above that which already exists at the site.
- 8.26 The proposed developments are considered acceptable in respect of the amenity of

adjacent residential occupiers and future residential occupiers of the site in respect of privacy, daylight and sunlight and overlooking. This is in line with policy SP10 of the CS, saved policy DEV2 of the UDP, policy DM25 of the MD DPD and DEV1 of the IPG. These policies seek to protect the residential amenity of existing and future occupiers.

#### Privacy

- 8.27 The habitable room windows on the Billson Street and Kingfield Street properties lie at right angles to the habitable room properties of the proposed developments rear elevation. Therefore it is only considered that there could be minor oblique angled views but no significant loss of privacy to the properties to the rear of the development sites. There is also a degree of overlooking which exists from the windows of the existing Stebondale Street properties into the gardens of the Billson Street and Kingfield Street properties and it is considered that the addition of these single family dwellings would not substantially exacerbate the existing condition.

#### Residential Amenity Space

- 8.28 Saved UDP policy HSG 16 (Housing Amenity Space) requires that new development should make adequate provision of amenity space. IPG Policy HSG7 sets minimum space standards for the provision of private, communal and child play space in new developments.
- 8.29 Policy HSG7 of the IPG require the developments providing 3 or more bedrooms at ground floor level should provide 50 square metres of private amenity space.
- 8.30 The Billson Street development proposes to provide 16square metres of private amenity space to the rear of the site and 18sqm of private amenity space fronting Stebondale Street. The Kingfield Street development proposes to provide 18square metres of private amenity space to the rear of the site and 18sqm of private amenity space fronting Stebondale Street. In most circumstances it would not be appropriate to count amenity space located on either side of the property, however the existing properties fronting Stebondale Street already have private amenity space fronting onto Stebondale Street and therefore the current proposal would form a continuation of an existing street pattern. Policy HSG7 of the IPG requires the provision of 50sqm of private amenity space for all dwelling houses with three or more bedrooms. Both properties propose 34sqm and 36sqm respectively of private amenity space and on balance this is considered to be acceptable given the urban location of the site and the proximity of the application site to Millwall Park which is directly opposite the application site.

#### **Transportation**

- 8.31 National guidance on transport provision is given in PPG13: Transport, London Plan polices 6.1, 6.3, 6.9, 6.10, 6.13 IPG policies DEV16, DEV17, DEV18 and DEV19, policies DM20 and DM22 of the MD DPD and CS policy SP09 in broad terms seek to promote more sustainable modes of transport by reducing car-parking and improving public transport.
- 8.32 Local Plan policies require that consideration is given to the traffic impact of operational requirements of a proposed use and that they seek to ensure priority is given to the safety and convenience of pedestrians.
- 8.33 The application is supported by a Transport Assessment and framework Travel Plan prepared by Peter Brett Associates. This report details the policy context and baseline conditions in respect of the local areas public transportation and road network.

#### Vehicle Parking

- 8.34 The application proposes to deliver the two developments as car and permit free. This will prevent additional pressure for on-street parking in the area, which were concerns raised

by residents. Given the proximity of the site to Island Gardens DLR and various bus routes, the imposition of a car and permit free agreement is considered to be appropriate at the sites.

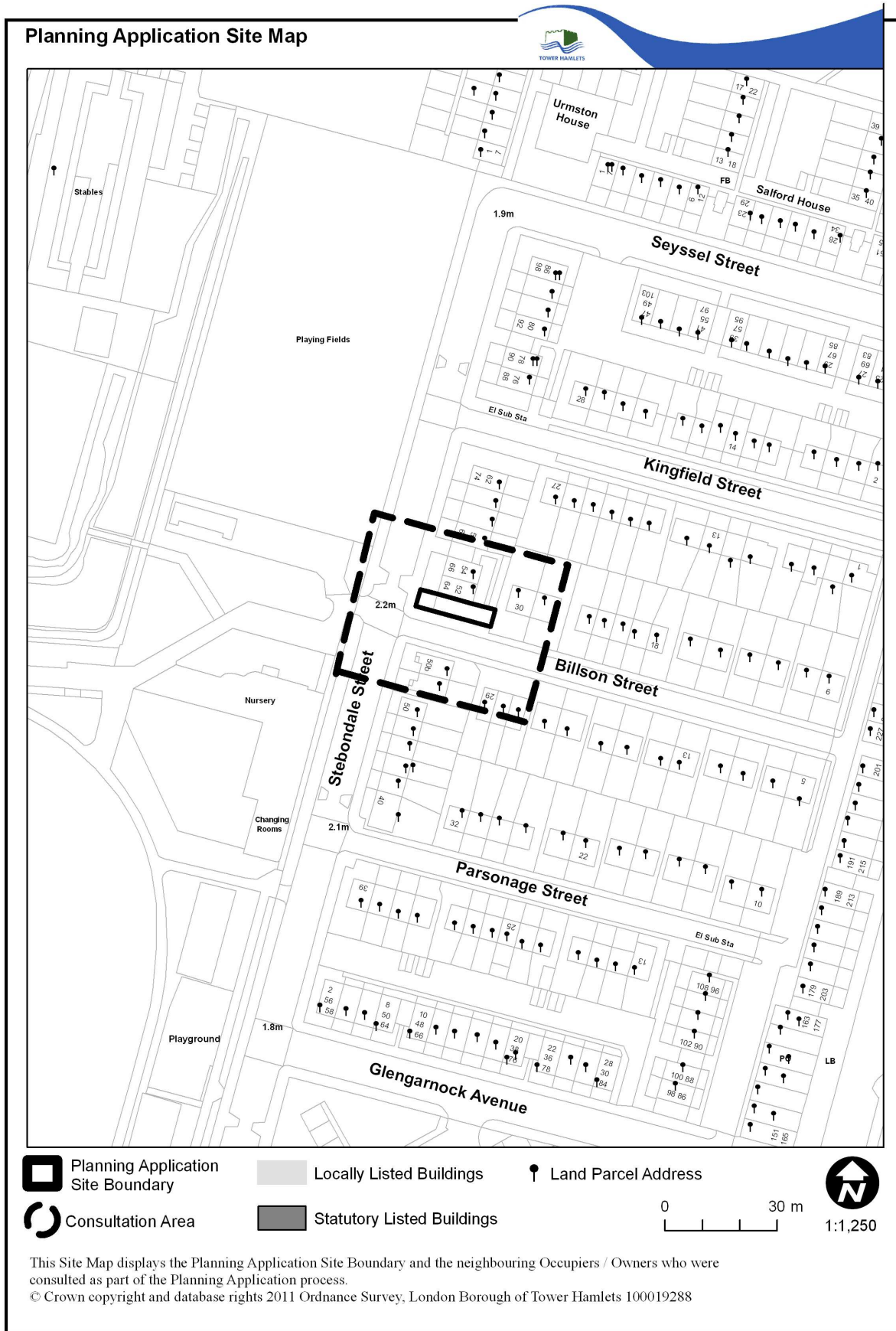
- 8.35 Whilst the residential units will be secured as car and permit free developments, if both units were to be delivered as social rented affordable family housing under the parallel planning applications, should the future occupants be relocated from existing housing within the borough, they would benefit from the Councils Permit Transfer Scheme which allows the transfer of existing parking permits to new housing within the borough boundary.

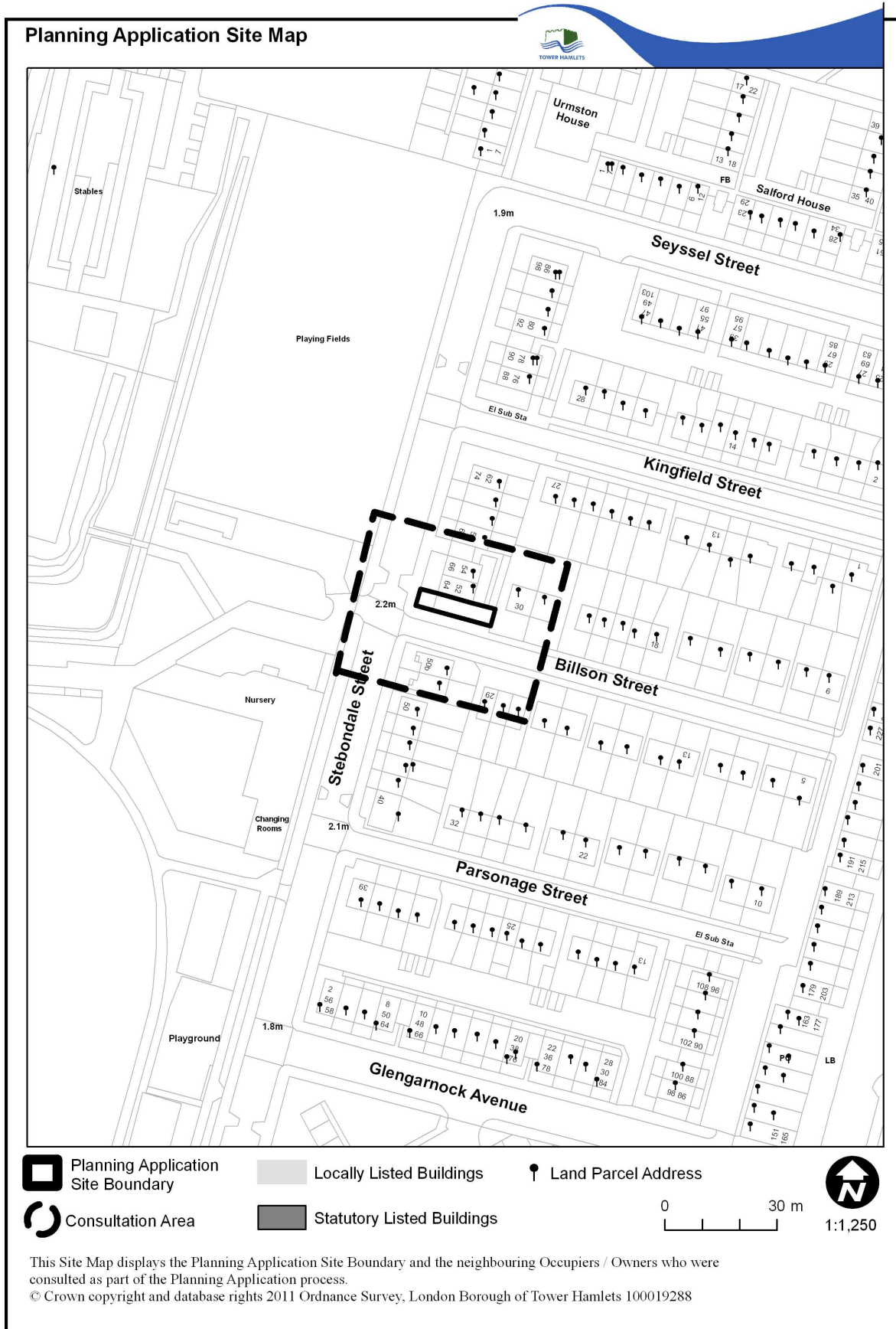
#### Cycle Parking

- 8.36 Cycle parking is stated to be proposed within the sites however no details have been provided. A condition requesting further details of the four cycle parking spaces will be attached to any planning permission issued at the sites to ensure the provision of cycle facilities meets the standards for residential developments specified in IPG policy standards. The level of provision accords with London Plan policy 6.9, policy DM22 of the MD DPD and IPG policy DEV16 and is acceptable.
- 8.37 The proposal is in line with policy SO20 and SP09 of the CS, saved policy T16 of the UDP, policies DM20 and DM22 of the MD DPD and policies DEV16 and DEV19 of the IPG which seek to ensure developments are supported by existing transport infrastructure.

#### 9.0 **Conclusions**

All other relevant policies and considerations have been taken into account. Planning permission should be granted for the reasons set out in the SUMMARY OF MATERIAL PLANNING CONSIDERATIONS and the details of the decision are set out in the RECOMMENDATION at the beginning of this report.





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