

# 243-245 High Road, Chadwell Heath, Essex, RM6 6AS

Freehold Development Opportunity



#### **DESCRIPTION**

The site comprises 0.35 hectares (0.86 acres) of vacant land and buildings formerly used for the storage of vehicles. The site includes the pair of semi-detached houses at 243 & 245 High Road, which are locally listed buildings.

#### **LOCATION**

The east London suburb of Chadwell Heath lies about 13 miles from the capital's West End and straddles the London Boroughs: of Barking & Dagenham and Redbridge. The area is served by various bus routes whilst TfL services are available at Chadwell Heath station.

Chadwell Heath's High Road (A118) is the principal shopping thoroughfare for the area. The property lies at the north side of the road, west of its junction with Whalebone Lane and forms part of an established secondary retailing area.



These particulars do not constitute all or part of an offer or contract. All measurements and dimensions contained herein are for general guidance only and should not be relied upon by the buyer. We strongly advise all buyers to obtain legal representation and professional advice prior to making any offer or commitment. We make no warranty as to the working condition of any appliances, nor as to the supply of any services. We have not undertaken a structural survey and therefore make no warranty as to the structural integrity of the property.

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#### PLANNING AND DEVELOPMENT

Planning permission was granted on 17th March 2016 for the demolition of the existing buildings in the rear yard and the redevelopment of the site to provide 45 residential units;

- 20 One Bedroom Apartments;
- 22 Two Bedroom Apartments;
- 3 Three Bedroom Apartments

The proposed development also includes 32 on-site car parking spaces (a ratio of 0.71 spaces per residential unit) and 70 secure cycle parking spaces.

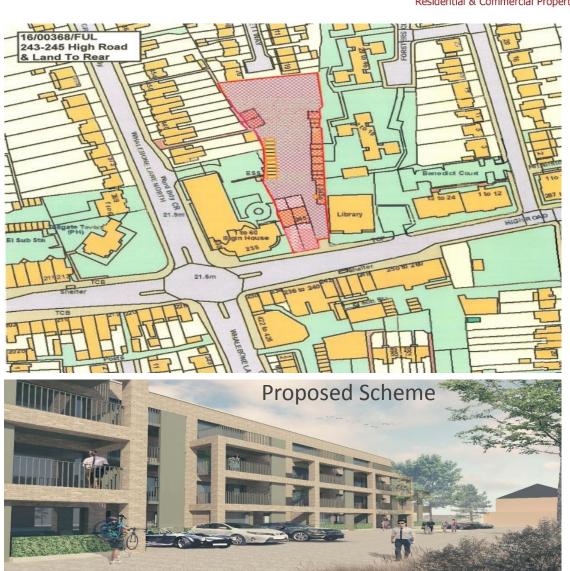
(Planning Ref: 16/00368/FUL).

The development is subject to a section 106 agreement (available on request), which includes a provision for the retention and renovation of the existing houses.

Tenure Freehold

Local Authority London Borough of Barking and Dagenham

Viewings Rehan Khawaja | Tel: 020 8998 8464



# 243-245 High Road, Chadwell Heath, Essex

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Flat No.	Level	Туре	Habitable Rooms	Bed- spaces	Variants/ notes	Flat Area	Flat Area
						Sq.m	Sq.ft
A01	G	02 01	3	4		71.3	767
A02	G	02 WC01	3	4	Wheelchair	86.5	931
A03	G	02_WC02	3	3	Wheelchair	72.6	781
A04	G	01_02	2	2		52.6	566
A05	1	01_01	2	2		50.1	539
A06	1	02_01	3	4		71.3	767
A07	1	03_01	4	5		86.5	931
A08	1	02_02	3	4		72.6	781
A09	1	01_01	2	2		50.1	539
A10	2	01 01	2	2		50.1	539
A11	2	02 01	3	4		71.3	767
A12	2	03_01	4	5		86.5	931
A13	2	02_02	3	4		72.6	781
A14	2	01_01	2	2		50.1	539
A15	3	01_01	2	2		50.1	539
A16	3	02_01	3	4		71.3	767
A17	3	03_01	4	5		86.5	931
A18	3	02_02	3	4		72.6	781
A19	3	01 01	2	2		50.1	539
A20	4	01 01	2	2		50.1	539
A21	4	02_03	3	3		67.8	730
A22	4	02_02	3	2		72.6	781
A23	4	01_01	2	5		50.1	539
B01	G	01_02	2	2		52.6	566
B02	G	01_02	2	2		52.6	566
B03	G	02_WC02	3	3	Wheelchair	72.6	781
B04	G	02_WC03	3	3	Wheelchair	72.2	777
B05	<u>G</u>	02 05	3	4		71.5	770
B06	1	01 01	2	2		50.1	539
B07	1	01_01	2	2		50.1	539
B08	1	01_01 02_02	2	2		50.1	539
B09	1		3	4		72.6	781
B10 B11	1 1	02_04 02_05	3	4		72.2 71.5	777 770
B11	2	02_03	2	2		50.1	539
B12 B13	2	01_01	2	2		50.1	539
B13	2	01_01	2	2		50.1	539
B15	2	02 02	3	4		72.6	781
B16	2	02_04	3	4		72.2	777
B17	2	02_05	3	4		71.5	770
B18	3	01_01	2	2		50.1	539
B19	3	01_01	2	2		50.1	539
B20	3	02 02	3	4		72.6	781
B21	3	02_06	3	4		71.8	773
B22	3	01_01	2	2		50.1	539
	TOTAL SCHEME NET SALEABLE AREA					2,865	30,826

# High Road, Chadwell Heath NFC Homes Limited

Dated



This document is supplied for information purposes only, without prejudice to RMA.

The areas are subject to change according to site survey, further design development, planning and construction.

The areas include no tolerances, and must not be used for sales purposes.

RMA have copyright of all schedules, and drawings used to prepare schedules.

1656_5001	-	22.05.15
	Α	23.07.15
	В	12.08.15
	С	15.08.15
	D	23.09.15
	E	15.10.15
	F	12.11.15
	G	24.11.15
	Н	15.02.16

#### Residential

Document No.

Block		Α			В	
unit type	1 Bed	2 Bed	3 Bed	1 Bed	2 Bed	3 Bed
Min Size (m²)	50	70	74	50	70	74
Ground	1	3		2	3	
1st	2	2	1	3	3	
2nd	2	2	1	3	3	
3rd	2	2	1	3	2	
4th	2	2				
Units by Type	9	11	3	11	11	0
HR by Type	18	33	12	22	33	0
Units by Block	23			22		
HR by Block	63		55			
Total Units	45					
Total HR	118					

#### **Residential Summary**

Туре	No.	HR
1 Bed	20	40
2 Bed	22	66
3 Bed	3	12
Total	45	118

(includes 4no. Wheelchair adapted units)

#### **Parking Summary**

1 drking Cummury			
Block	Spaces		
Adj A	12		
Adj C	20		
Total	32		

71.1%

44.4% 48.9%

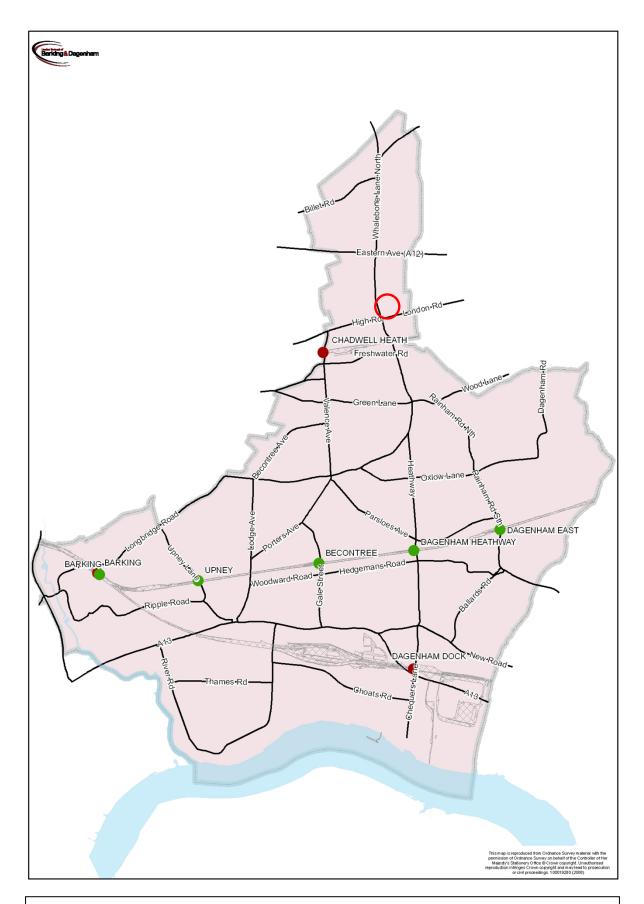
6.7%

#### **Development Density**

Total HR	118
Site Area	0.3518
Density	335.4

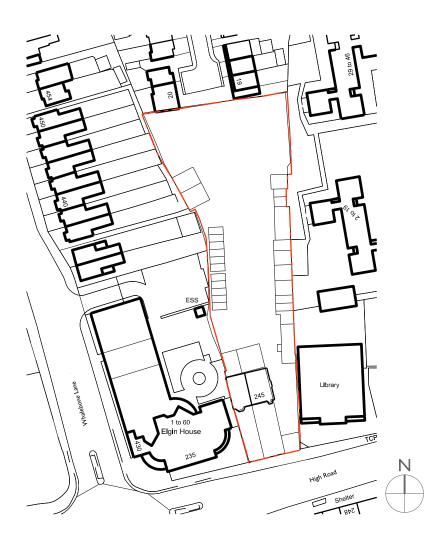
HR Ha HR/Ha

[including the retained terraces]



243-245 High Road and land to rear, Chadwell Heath





#### Notes:

- Do not scale from this drawing; work to figured dimensions only.
   All information is to be checked on site for accuracy and fit.
- Report any discrepancies and omissions to RMA Architects.
- Where RMA services on a project do not include for site inspections and works surveys, RMA do not warrant that 'as built' issue drawings are a complete and accurate record
- of what has been constructed, Unless notified specifically by the responsible party, changes made on site to RMA design information has not been incorporated in this drawing.

SCALE BAR: 1:1250 @A4

0 5 10 15 20 25 30 35 40 45 50 55m

 - 24.02.16
 First issue
 CS CT

 Rev Date
 Description
 By Chkd

Kus.

RMA Architects 3 Ella Mews Cressy Road London NW3 2NH t 020 7284 1414 www.rmaarchitects.co

Key Plan

Projec

## 243-245 HIGH ROAD CHADWELL HEATH

Client

# NFC HOMES LTD

Scale	Date	Ву	Checked
1:1250	January 2016	CS	CT

Drawing Title

### Location Plan

Drawing Status
PLANNING

Drawing No | 1656\_001

Revision







Barking and Dagenham Development Control E			<b>Date:</b> 6 June 2016	
Application No.	16/00368/FUL		Ward: Whalebone	
Reason for Referral to	The application is a major development which is of a			
DCB as set out in Part 2, Chapter 9 of the Council Constitution	of the		should be determined at DCB.	
Address:	243-245 High Road and land to rear, Chadwell Heath			
Development:	Demolition of existing buildings in the rear yard and redevelopment of the site to provide 45 residential units in two 3/4/5 storey blocks and retention and refurbishment of two locally listed dwellings fronting High Road, together with parking, landscaping and ancillary works.			
Applicant:	NFC Homes Ltd			
Contact Officer:	Title:		act Details:	
Adele Lawrence	Planning		)20 8227 3552	
	Development Officer	E-ma	iil:adele.lawrence@lbbd.gov.uk	

#### Summary:

The application proposes the demolition of a series of single and two-storey sheds/buildings in the rear yard, one of which is a two-bedroom dwelling, and the redevelopment of the site to provide 45 new private for sale residential units in two 3/4/5 storey blocks. The application also proposes the retention and refurbishment of two locally listed dwellings fronting High Road which contain 4 two-bedroom flats.

The application site is designated under Site Specific Allocation Area SM16 as being suitable for housing.

The proposed development comprises 20 one-bedroom/2-person units, 5 two-bedroom/3-person units, 17 two-bedroom/4-person units and 3 three-bedroom/5-person units, all of which have been designed in accordance with the nationally described space standards and the minimum space standards set out in the Minor Alterations to the London Plan. The development includes 5 units which will be easily adaptable for wheelchair users in keeping with policy requirements. The proposed mix of units is supported given the site is not generally considered suitable for family housing.

The proposed development would be predominantly brick-built, taking reference from the stock brickwork of the locally listed dwellings fronting the High Road. A simple palette of materials is proposed to complement the brickwork, including matching the window frames with the colours of the balconies/cladding elements. The use of brickwork is supported by officers given its traditional appearance and robust and easy to maintain characteristics.

The Council appointed BNP Paribas to carry out an independent review of the developer's financial appraisal which concluded that, after a profit of 20% has been taken into account, the proposed development fails to achieve the benchmark land value and is therefore unable to provide any sub-market housing.

The 45 new residential units all have private balconies/terraces designed in accordance with the Mayor of London's amenity space standards. The development also includes 337 square metres of communal amenity space to the rear of the blocks. While the proposed development fails to meet the quantity requirements for external amenity space as set out in Policy BP5 of the Borough Wide Development Policies DPD, officers consider that the level of external amenity space is satisfactory given the nature of the development which comprises mainly one and two-bedroom units.

The proposed development includes 32 on-site car parking spaces (a ratio of 0.71 spaces per residential unit) and 70 secure cycle parking spaces. The provision in both cases is in keeping with London Plan Policy. There are not considered to be any adverse highway implications arising from the proposed development.

The proposed development is anticipated to achieve a 35.16% reduction in carbon dioxide (CO<sub>2</sub>) emissions beyond Part L of the Building Regulations 2013 which complies with the 35% policy requirement.

Two letters of objection have been received from neighbouring properties which raise concerns about the impact of the proposed development on sunlight/daylight, privacy and outlook to neighbouring properties, as well as local traffic congestion. Officers do not consider that the proposed development would be detrimental to the residential amenity of any neighbouring occupiers, nor would the local highway network be adversely affected.

With the exception of the quantity of external amenity space, the proposed level of which can be justified in this case, the proposal is considered to comply with the relevant policies set out in the National Planning Policy Framework, the London Plan and the Local Plan.

#### **Recommendation:**

That the Development Control Board grants planning permission subject to a S106 Agreement to secure:

- Substantial implementation of the development to first floor level within 3 years of
  the date of planning permission being granted and if substantial implementation
  is not achieved within the required time period the requirement to submit an
  updated viability assessment to allow the Council to identify whether the
  development would result in a surplus. Any surplus shall be split 60/40 in favour
  of the Council and the Council shall spend their share of the surplus on submarket housing projects in the Borough;
- the submission of a marketing strategy seeking to maximise owner occupation including a restriction on buying more than one property for a period of 6 months from the date of the sales launch;
- that any individual or organisation purchasing more than 2 flats for buy to let purposes would be required to use a reputable management company whose details are to be submitted to and approved by the Council, to ensure good

quality management;

- a commitment to local labour/local supply so that residents and businesses in the Borough will benefit from the proposed development;
- provision of 12 months membership to a local car club per residential unit (on their request);
- the refurbishment of the locally listed dwellings fronting the High Road; and
- payment of the Council's legal costs for the preparation and completion of the S106 Agreement;

and the conditions listed in this report (with any amendments that might be necessary up to the issue of the decision).

#### **Conditions**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

1656\_001, 010 Rev E, 011 Rev C, 100 Rev C, 101 Rev C, 102 Rev A, 103 Rev B, 104 Rev C, 105 Rev A, 200 Rev C, 201 Rev B, 202 Rev B, 205, 300 Rev A, 301 Rev A, 302 Rev B, 303 Rev B, 304 Rev B, 310A and 311 Rev C.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3. No development shall commence until an investigation and risk assessment, in addition to any assessment provided with the planning application, has been completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:
  - (i) a survey of the extent, scale and nature of contamination;
  - (ii) an assessment of the potential risks to human health; property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes; adjoining land; groundwaters and surface waters; ecological systems; archaeological sites and ancient monuments; and
  - (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

4. No development shall commence until a detailed remediation scheme, to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical

environment, has been prepared and submitted to the Local Planning Authority for approval in writing. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

5. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development, other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

6. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 3, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 4, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason for Conditions 3 to 6: Contamination must be identified prior to commencement of development to ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with policy BR5 of the Borough Wide Development Policies Development Plan Document and policy 5.21 of the London Plan.

- 7. No development shall commence, including any works of demolition, until a Construction Environmental Management Plan (CEMP) and a Site Waste Management Plan (SWMP) have been submitted to and approved in writing by the Local Planning Authority. These Plans shall incorporate details of:
- a) construction traffic management;
- b) the parking of vehicles of site operatives and visitors;
- c) loading and unloading of plant and materials:
- d) storage of plant and materials used in constructing the development:
- e) the erection and maintenance of security hoarding(s) including decorative displays and facilities for public viewing, where appropriate;
- f) wheel washing facilities;
- measures to control the emission of dust, dirt and emissions to air during construction; such measures to accord with the guidance provided in the document "The Control of Dust and Emissions during Construction and

- Demolition", Mayor of London, July 2014; including but not confined to, non road mobile machinery (NRMM) requirements;
- h) noise and vibration control;
- a scheme for recycling/disposing of waste resulting from demolition and construction works;
- i) the use of efficient construction materials;
- k) methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and
- a nominated Developer/Resident Liaison Representative with an address and contact telephone number to be circulated to those residents consulted on the application by the developer's representatives. This person will act as first point of contact for residents who have any problems or questions related to the ongoing development.

Once approved the Plans shall be adhered to throughout the construction period.

Reason: The CEMP and SWMP are required prior to commencement of development in order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents, and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

8. No development shall commence, including any works of demolition, until a Construction Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall be designed to minimise deliveries of materials and export of any waste materials within the times of peak traffic congestion on the local road network. The Plan shall be implemented in accordance with the approved details and thereafter maintained.

Reason: The Construction Logistics Plan is required prior to commencement of development in order to minimise the impact of construction on the free flow of traffic on the local highway network and in the interests of highway safety, and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.3 of the London Plan.

9. No development shall commence, except any works of site clearance and demolition, until a Surface Water Drainage Scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The Scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: The Drainage Scheme is required prior to commencement of development in order to reduce the risk of flooding and in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document and policy 5.13 of the London Plan.

10. No deliveries, external running of plant and equipment, or demolition and construction works, other than internal works not audible outside the site boundary, shall take place on the site other than between the hours of 08:00 to 18:00 on Monday to Friday and 08:00 to 13:00 on Saturday and not at all on Sundays, Public or Bank Holidays without the prior written permission of the Local Planning

Authority. Driven piling or ground improvement work which will generate perceptible off-site ground borne vibration is only to be carried out between the hours of 08:00 and 18:00 Monday to Friday.

Reason: To ensure that the proposed demolition and construction work does not cause undue nuisance and disturbance to neighbouring properties at unreasonable hours and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

11. No development shall commence until the developer has submitted to the Local Planning Authority for approval in writing, in consultation with the Local Highway Authority, a scheme of permanent highway access works associated with the development. The approved works shall be carried out prior to commencement of the development in consultation with the Local Highway Authority.

Reason: The highway access works are required to be undertaken prior to commencement of development in the interests of highway safety and in accordance with policies BR9 and BR10 of the Borough Wide Development Policies Development Plan Document.

12. No above ground new development shall commence until full details, including samples, specifications and annotated plans, of all external facing materials have been submitted to and approved in writing by the Local Planning Authority. The development shall only be implemented in accordance with the approved details and to the satisfaction of the Local Planning Authority.

Reason: To protect or enhance the character and amenity of the area and to ensure a high quality finish to the building in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document and policies 7.1, 7.4 and 7.6 of the London Plan.

- 13. No above ground new development shall commence until full details of the hard landscaping have been submitted to and approved in writing by the Local Planning Authority. The hard landscaping scheme shall include, but not be limited to, details of the following:
- a) surface materials;
- b) boundary treatment; and
- c) management and maintenance.

The hard landscaping scheme shall be implemented prior to occupation of the development in accordance with the approved details and thereafter permanently maintained to the satisfaction of the Local Planning Authority.

Reason: In the interests of design quality, residential amenity, walking, accessibility and public safety, in accordance with policy CP3 of the Core Strategy and policy BP11 of the Borough Wide Development Policies Development Plan Document.

14. No above ground new development shall commence until a detailed scheme of soft landscaping for the site has been submitted to and approved in writing by the Local Planning Authority. All trees, shrubs, plants and seeds introduced to the site should generally be native (except for fruit trees) and of local provenance, unless otherwise agreed. The approved landscaping scheme shall be carried out in the

first planting and seeding seasons following the occupation or completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To secure the provision of the landscaping in the interests of the visual amenity of the area and in accordance with policy CP3 of the Core Strategy and policies BR3 and BP11 of the Borough Wide Development Policies Development Plan Document.

15. No development above ground level shall take place until a scheme showing the provisions to be made for external lighting, including street lighting for the access road, CCTV coverage, access control, and any other measures to reduce the risk of crime, have been submitted to and approved in writing by the Local Planning Authority. The lighting is to be designed, installed and maintained so as to fully comply with The Association of Chief Police Officers - Secured by Design publication "Lighting Against Crime – A Guide for Crime Reduction Professionals", ACPO SPD, January 2011. The design shall satisfy criteria to limit obtrusive light presented in Table 1, page 25 of the guide, relating to Environmental Zone E3 – Medium district brightness areas - small town centre or urban locations. The development shall not be occupied until the approved scheme has been implemented. Thereafter the approved measures shall be permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to provide a good standard of security to future occupants and visitors to the site, to reduce the risk of crime, and to avoid light pollution and safeguard neighbouring amenity, in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

16. No above ground new development shall commence until the detailed design of the refuse stores has been submitted to and approved in writing by the Local Planning Authority. The approved refuse stores shall be provided before the occupation of the development and thereafter permanently retained.

Reason: To provide satisfactory refuse storage provision in the interests of the appearance of the site and locality in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

17. No above ground new development shall commence until details of the cycle parking facilities shown on drawing No. 1656\_010 Rev E have been submitted to and approved in writing by the Local Planning Authority. The submission should include details of the security, monitoring and access arrangements for the cycle parking facilities. The development shall not be occupied until the approved details have been implemented. Thereafter, the cycle parking facilities shall be permanently retained.

Reason: In the interests of promoting cycling as a safe, efficient and non-polluting mode of transport and in accordance with policy BR11 of the Borough Wide Development Policies Development Plan Document and policy 6.9 of the London Plan.

18. The 32 car parking spaces, as indicated on drawing No. 1656\_010 Rev E, shall be constructed and marked out prior to the occupation of the development. 5 of the car parking spaces shall be marked as accessible parking bays (to be clearly marked with a British Standard disabled symbol). 12 of the bays shall also be electric vehicle charging point bays (6 bays to be installed with active charging points and 6 bays to be provided with the infrastructure in place to allow for future installation). The car parking spaces and charging points shall thereafter be retained permanently for occupiers and visitors to the premises and not used for any other purpose.

Reason: To ensure and promote easier access for disabled persons, to ensure sufficient off-street parking, and to encourage the use of electric cars in order to reduce carbon emissions, in accordance with policies BC2, BR9 and BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.13 of the London Plan.

19. The development hereby permitted shall be carried out in accordance with the submitted Renewable Energy & Sustainability Statement prepared by NRG Consulting and dated January 2016. Details of the location and quantity of photovoltaic panels shall be submitted to and approved in writing by the Local Planning Authority and the photovoltaic panels shall be implemented prior to occupation of the development in accordance with the approved details and thereafter maintained to the satisfaction of the Local Planning Authority.

Reason: In the interests of safeguarding the environment and providing sustainable development in accordance with policies BR1 and BR2 of the Borough Wide Development Policies Development Plan Document and policies 5.2, 5.3, 5.5, 5.6 and 5.7 of the London Plan.

20. The development hereby permitted shall not be occupied until bird nesting and bat roosting bricks/boxes have been installed in accordance with details which shall have been submitted to and approved in writing by the Local Planning Authority. The details shall accord with the advice set out in 'Biodiversity for Low and Zero Carbon Buildings: A Technical Guide for New Build' (Published by RIBA, March 2010) or similar advice from the RSPB and the Bat Conservation Trust.

Reason: In order to preserve and enhance the Borough's natural environment and to comply with policy CR2 of the Core Strategy, policy BR3 of the Borough Wide Development Policies Development Plan Document and policy 7.19 of the London Plan.

21. Before occupation 90% of the dwellings shall comply with Building Regulations Optional Requirement Approved Document M4(2) Category 2: Accessible and adaptable dwellings (2015 edition). Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

Reason: To ensure that accessible housing is provided in accordance with policy 3.8 of the Minor Alterations to the London Plan.

22. The 5 wheelchair units identified on the approved drawings shall be constructed to, or capable of easy adaptation to, Building Regulations Optional Requirement

Approved Document M4(3) Category 3: (Wheelchair user dwellings) (2015 edition). Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

Reason: To ensure that sufficient accessible housing is provided in accordance with policy 3.8 of the Minor Alterations to the London Plan.

23. The development hereby permitted shall not be occupied until details of a communal television and satellite system have been submitted to and approved in writing by the Local Planning Authority. The approved system shall be provided prior to occupation of the development and be made available to each residential unit. No antennae or satellite dishes may be installed on the exterior of the building, with the exception of a single antennae or satellite dish per block to support the communal television and satellite system. The proposed antennae or satellite dishes shall be designed to minimise their visual impact and shall not be mounted on any publicly visible façade.

Reason: To safeguard the external appearance of the buildings in accordance with policy CP2 of the Core Strategy and policies BP2 and BP11 of the Borough Wide Development Policies Development Plan Document.

24. The development hereby permitted shall not be occupied until a Car Parking Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Car Parking Management Plan is to develop a parking strategy which details the rationale behind car parking allocation to residents. The development shall only be implemented in accordance with the details approved and the approved Plan shall be permanently retained for the lifetime of the development.

Reason: To ensure that off-street car parking spaces are effectively managed and so as not to prejudice the free flow of traffic on the local highway network, in accordance with policies BR9 and BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.13 of the London Plan.

25. Demolition shall only take place between October and February, outside the main bird breeding season. If this is not possible or if weather conditions late in the year are still suitable for breeding birds, a nesting bird survey by a qualified ecologist should be carried out no more than 2 days prior to the works. If nesting birds are found works should be delayed until the nesting season is over and the fledglings have left the area.

Reason: To protect the ecology of the area in accordance with policy CR2 of the Core Strategy.

26. No above ground new development shall commence until a detailed scheme for the green roof has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented to the satisfaction of the Local Planning Authority prior to occupation of the development. The green roof shall comprise at least 50% native species, not including Sedum species, seeded with an annual wildflower mix or local seed source.

Reason: To protect and enhance the biodiversity of the site and contribute towards sustainable drainage in accordance policy BR3 of the Borough Wide Development Policies Development Plan Document.

27. The development hereby permitted shall not be occupied until details of the treatment of the windows and balconies to units B04, B09, B15 and B21 of the development which have west-facing aspects across rear gardens in Whalebone Lane North have been submitted to and approved in writing by the Local Planning Authority. The windows shall be obscure glazed to a minimum privacy level 3 and should not be capable of opening to an angle of more than 20 degrees. The balcony screening shall also be obscure glazed to a minimum privacy level 3 and installed at a height that would prevent overlooking. The approved details shall be implemented prior to occupation of the development and shouldthereafter be permanently maintained.

Reason: To avoid overlooking of adjoining properties and in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document and the Residential Extensions and Alterations Supplementary Planning Document.

#### 1.0 Introduction and Description of Development

Existing Site

- 1.1 The application site is set back from the High Road and is broadly triangular in shape. Access to the site is from the High Road between a pair of locally listed dwellings (Nos. 243 and 245) and the Chadwell Heath Community Centre which houses the Robert Jeyes Community Library.
- 1.2 The eastern side of the site is currently occupied by a series of single and two-storey sheds/buildings, one of which is a two-bedroom dwelling. The site is otherwise open in the main with a rough unfinished surface which is currently used on an informal basis for the storage of buses and trucks.
- 1.3 The site is surrounded by two-storey dwellings to the north and north-west and flatted developments to the east and south-west which range in height from 3 to 6-storeys.

Proposal

1.4 The application proposes the demolition of the existing buildings in the rear yard, including the two-bedroom dwelling, and the redevelopment of the site to provide 45 new one, two and three-bedroom residential units in two 3/4/5 storey blocks; retention and refurbishment of two locally listed dwellings fronting the High Road, comprising 4 existing flats; together with 32 car parking spaces, landscaping and ancillary works.

#### 2.0 Background

2.1 There is a lengthy planning history for the site dating back to 1954, the most relevant of which is set out below:

05/00246/OUT - Revised outline application: Erection of three-storey block of 14 dwellings together with associated landscaping and parking. Planning permission granted on 18 May 2005.

04/00260/OUT - Outline application: Erection of two 3/4 storey buildings to provide 42 two-bedroom and 1 three-bedroom flats with accompanying car parking. It should be noted that there was a committee recommendation to approve this application but the S106 Agreement was not completed and the application was subsequently disposed of.

03/00010/OUT - Outline application: Erection of two 3-storey blocks containing 30 two-bedroom flats plus 28 parking spaces. Application disposed of.

#### 3.0 Consultations

#### 3.1 Neighbours / Publicity:

Site notices were posted on 18 March 2016 and expired on 8 April 2016. A notice was also published in the Barking and Dagenham Post on 23 March 2016 and expired on 13 April 2016.

206 neighbouring occupiers were consulted on 17 March 2016 and the 21 day consultation period expired on 7 April 2016. There have been two objections to the proposed development as follows:

#### Objection from Flat 5, Elgin House, 430 Whalebone Lane North

The planned blocks will substantially reduce daylight in some flats within Elgin House. The actual documents within the application state this. In turn this will reduce the quality of living for us in the affected flats. Also when the initial application came around it stated the blocks would not be higher than our buildings. My building has 2-storeys and the block which will be directly in front of me will be 4-storeys high. This will devalue existing properties and reduce privacy.

Officer Note: The objector's flat appears to be located on the first floor of a 3-storey block located at the northern end of Elgin House which faces east (i.e. two levels of accommodation over undercroft car parking). Elgin House is a part 3/4/5/6 storey development located to the south-west of the application site and comprises 59 flats.

Many of the flats at Elgin House would overlook the proposed development in some way, albeit at a distance. It appears that the closest relationship between elevations would be in respect of 4 one-bedroom flats located at the northern end of Elgin House, facing east. These flats are located over the first and second floor levels and one is occupied by the objector (i.e. Flat 5). The subject 4 flats would look directly, in a straight line, onto to the south-western corner/side elevation of the proposed development. The distance from the rear elevations of the subject 4 flats at Elgin House to the 4-storey rear elevation of the closest part of the proposed development is 22.5 metres. The area which falls between these two elevations largely comprises surface level car parking at Elgin House and a small area of

external amenity space at the proposed development. Officers consider that the proposed distance between elevations is satisfactory and would not have an adverse effect on the amenities of the occupiers of the subject 4 flats. Furthermore, officers do not consider that the proposed development would adversely affect the occupiers of the other flats at Elgin House where the distance between elevations is both greater and at an angle.

#### Objection from 446a Whalebone Lane North

The area does need developing but with low rise buildings (e.g. sports or leisure for the public). Flats will overlook gardens, invade privacy and cause more congestion in an already over-congested area. There would be less noise with a leisure centre.

Officer Note: The western boundary of the application site is located 20 metres behind the rear elevation of the dwelling at 446a. There is no built development proposed directly behind the rear boundary of 446a, but rather the proposal is for amenity space in this location. The closest built development is some 25 metres away from the rear elevation of the dwelling at 446a and positioned behind the rear boundary of 444 Whalebone Lane North. Officers do not consider that the proposed development would adversely affect the amenities of the occupiers of 446 or any adjoining dwelling on Whalebone Lane North. The proposed buildings have been designed so as to minimise overlooking to neighbouring properties. With respect to concerns about congestion, officers do not consider that the additional vehicular movements associated with the proposed development would be detrimental to the local highway network.

#### 3.2 Consultees:

a) London Fire and Emergency Planning Authority (LFEPA) - There should be access for a pump appliance to within 45 metres of all points in each dwelling. If this cannot be achieved a fire main should be provided and a pump appliance should be able to approach to within 18 metres of the access to the inlet which should be visible from the appliance. There should be a fire hydrant within 90 metres of the inlet to a fire main. Any access roadway should be a minimum of 3.7 metres wide between kerbs and be capable of supporting a pump appliance with a minimum carrying capacity of 14 tonnes. Any dead end access road in excess of 20 metres should be provided with turning facilities.

<u>Officer Note:</u> The developer has advised that a dry riser can be added to the entrance area during the detailed design if the required access for the pump appliance is not fully achievable.

The developer has also confirmed that turning facilities are provided at the midway point of the parking area and adjacent to core B entrance. Furthermore, the requirements for the access roadway can be met with the current layout.

b) **London Fire Brigade (Water Team)** – No additional hydrants are required.

- c) **Designing Out Crime Officer** No objections to the proposed development as the architects have previously consulted with us and incorporated our guidance and advice into the revised proposals. With further consultation on the required standards, both in layout and specification, then the scheme could achieve Secured by Design accreditation.
- d) Thames Water General advice provided.
- e) Natural England No comment.
- f) Essex and Suffolk Water No response.
- g) National Grid No response.
- h) Environmental Health Team

Local air quality - The concentrations of pollutants as identified in the Air Quality Assessment will comfortably satisfy national standards set to safeguard health and the proposed development meets the air quality neutral benchmarks and the transport emissions benchmarks.

Land quality - The phase 1 desk study submitted with respect to land quality draws on appropriate sources of information and guidance. I accept the conclusion that, whilst in principle the site may be safely developed and securely occupied, an intrusive site investigation will be required to be carried out. I therefore recommend the imposition of standard land contamination conditions.

Noise - The submitted Noise Impact Assessment concludes that in this case noise mitigation will not be required to safeguard the amenity of the new residents. I accept this conclusion.

Construction phase impacts - The Air Quality Assessment provides a detailed risk assessment of the potential for construction phase dust emissions and outlines appropriate mitigation measures. The report also refers to the need to comply with the Mayor of London requirement relating to the control of emissions from non-road mobile machinery. I concur with this assessment and recommend the imposition of a condition to require the submission of a Construction Environmental Management Plan. Construction noise/vibration impacts can also be suitably mitigated by way of condition.

I note from the land quality desk study that a piled foundation may be required. Because of the close proximity of neighbouring residential properties, I anticipate that any piling that might be needed is likely to have to be by way of a continuous flight auger technique (Officer Note - a process which is virtually vibration free and one of the quietest forms of piling making it ideal for environmentally sensitive areas).

<u>Officer Note:</u> All of the conditions recommended by the Environmental Health Officer will be imposed on any planning permission.

#### i) Transport Development Management Team

The site is accessed by an existing simple priority junction used as a vehicular entrance directly off the main High Road (A118). This road connects with Whalebone Lane North (A1112) at a signalised junction to the west of the site, providing the main route to the A12. The proposed access/egress to the development will be via the existing arrangement. There are no existing pedestrian safe routes into the site from this entrance and it is not clear if there are any right of way issues to properties in or outside the red line boundary.

The plan showing the swept paths for service and refuse vehicles appear to demonstrate that vehicles entering or exiting will overrun the centre lines of both the High Road and private access road. Also, within the site there is a potential for the landscaping/edges of the shared surface to be damaged by vehicles at the proposed turning area. These hard landscaped areas would, therefore, need to be engineered to address this matter and to avoid any potential issues relating to maintenance, safety and the operational effectiveness of the private access road.

The proposed private access road consists of a two-way carriageway approximately 5 metres wide and this is to be designed so it can be used as a shared surface. There are some segregated pedestrian footpath links shown within the site that provide routes to the residential units and parking areas with all of these connecting via the use of the shared surface.

There are Controlled Parking Zones (CPZ) within Chadwell Heath however these do not cover the immediate area surrounding the site. There are waiting and loading restrictions that apply to the west and east of the site on the High Road.

The PTAL for the local area is moderate with an accessibility rating of 2, on a scale of 1 to 6 where 6 is excellent. Despite the low rating, it is considered that the site is conveniently located to local facilities. In addition, with the available railway link and accessibility to buses which connect with other parts of the Borough, it is considered there is the potential to encourage modal shift and promote the use of sustainable transport.

We are satisfied that the impact to local roads will be minimal as a result of the proposed development and that there is a sufficient capacity within the local highway network to accommodate trips likely to arise from the development.

There are a total of 32 car parking spaces proposed for the 45 new residential units which represents a provision of 0.71 spaces per unit. This includes 5 blue badge spaces for the 5 wheelchair units. The proposal is beneath the maximum standards set out in the London Plan for residential car parking. We consider, in this instance, the level of parking proposed to be acceptable when taking into account public transport accessibility in the vicinity of the site and this will help contribute towards the Council's objective of reducing the need to travel by private vehicle.

In accordance with London Plan policy, 20% of all car parking spaces will be equipped for charging electric vehicles, with an additional 20% passive provision for electric vehicles in the future.

A total of 70 secure cycle parking spaces, in keeping with London Plan policy, will be provided.

There are no apparent adverse highway implications arising from the proposed development. If the Local Planning Authority is minded to approve the development we recommend that the following matters are secured by condition or S106 Agreement:

- The existing entrance will need to be modified to accommodate two-way vehicular movement and for refuse/service vehicles turning left from, or into, the High Road. This will improve forward visibility and ease of access, reduce the potential for conflict between road users and ensure there are adequate visibility splays to enhance and protect the sight lines. Footways either side will also be required at the main entrance to provide a safe route for pedestrians into the development. Due to the nature of the access road indicated in the design, a self-enforcing 20 mph speed limit scheme should be considered.
- Details of the shared surface, drainage, sustainable urban drainage systems (SUDs), permeable pavements and street lighting should be secured by condition.
- A Car Parking Management Strategy should be secured by condition.
- We would recommend that the developer provides each residential unit free membership to a local car club for one year (on their request). This should be secured within the S106 Agreement.
- If construction methods result in works or plant going beyond the extent
  of the red line boundary of the application site, such as the
  recommended changes to the existing site access, we suggest, in the
  interest of highway safety, that the appropriate highway consent
  (S278/38 Agreement, Highways Act 1980) is entered into by the
  developer prior to construction taking place on site.
- A Construction Management Plan and an independent highway stage 1/2 safety audit as stipulated by the Highway Authority should be secured by condition.
- A Construction Logistics Plan, drafted in accordance with Transport for London guidance, should be secured by condition.

Officer Note: The Transport Development Management Officer has confirmed that a solution has been agreed with the developer which addresses his concerns about the proposed access arrangements and, subject to the matters raised above being secured by condition or S106

Agreement, the proposal is considered to be acceptable from a transport / highways perspective.

- j) **Access Officer** Detailed comments made which relate to minimum part M (Building Regulations) requirements and the developer's duties under the Equality Act 2010.
- k) **Refuse Services** Two additional recycling bins are required.

<u>Officer Note:</u> The additional bins have now been accommodated within the proposed bin store.

I) **Environment Division** – No response.

#### 4.0 Local Financial Considerations

- 4.1 The application is subject to the Community Infrastructure Levy (CIL) based on 3,606.20 square metres of new residential floorspace (gross internal area). A discount for demolition of the existing buildings on site is applicable (401 square metres).
- The developer would be liable for a Mayoral CIL contribution of £79,052.02 based on a rate of £20 per square metre of chargeable floorspace, with indexation applied. A Borough CIL contribution of £34,565.88 would also be payable based on a rate of £10 per square metre of residential floorspace, with indexation applied.

### 5.0 Analysis

- 5.1 <u>Principle of the Development</u>
- 5.1.1 The application site is designated under Site Specific Allocation Area SM16 which states "The planning consent on the southern part of this site has expired. The remainder of the site is also suitable for housing".

  Accordingly, the principle of residential development on the site is accepted.
- 5.1.2 The use of the site for residential is also considered to sit more comfortably within the surrounding residential environment compared with the previous and current commercial uses on the site.

#### 5.2 Housing

Housing Mix

- 5.2.1 The application proposes 45 new private for sale residential units comprising 20 one-bedroom/2-person units, 5 two-bedroom/3-person units, 17 two-bedroom/4-person units and 3 three-bedroom units.
- 5.2.2 The proposed units have been designed to be compliant with the nationally described space standards and the minimum space standards set out in the Minor Alterations to the London Plan.

- 5.2.3 The proposal includes 5 units which will be easily adaptable for wheelchair users. The proposal meets the 10% wheelchair housing requirement set out in Policy 3.8 of the Minor Alterations to the London Plan and Building Regulation M4(3).
- 5.2.4 Policy CC1 of the Core Strategy states that major housing developments will generally be expected to provide a minimum of 40% family accommodation (three-bedrooms or larger). The policy goes on to state, however, that not all sites will be suitable for family sized accommodation, for example, where it would not be possible to provide a satisfactory environment for young children, particularly in respect of access to external amenity space.
- 5.2.5 Officers accept that the application site is not generally suitable for family sized units due to the constrained and infill nature of the site. The proposal for mainly one and two-bedroom units, with the exception of 3 three-bedroom units, is therefore considered to be acceptable.

#### Density

5.2.6 The density matrix in the London Plan identifies that a site with a Public Transport Accessibility Level (PTAL) of 2 in an urban setting should provide 200-450 habitable rooms per hectare (hr/ha) or 70-170 units per hectare (u/ha). At 49 units in total and a site area of 0.35 hectares (these figures both include the 4 flats in the retained dwellings fronting the High Road) this gives a density of 140 units per hectare which is in keeping with the density quidance in the London Plan.

#### Sub-Market Housing

- 5.2.7 Policy 3.12 of the London Plan and Policy BC1 of the Borough Wide Development Policies DPD seek to achieve the maximum reasonable amount of sub-market housing for individual private residential schemes. Developers will normally be expected to provide their sub-market housing on site, but exceptional circumstances may allow for partial off-site provision and/or commuted payments.
- 5.2.8 The application was accompanied by a full viability assessment. The Council appointed BNP Paribas to carry out an independent review of the viability assessment which deducts development costs from gross development value (GDV) to determine the land value and factors in a developer profit of 20% of GDV. On the basis of the figures adopted by BNP Paribas in their review, the development is currently anticipated to generate a 'deficit' of £530,851. The viability assessment and BNP Paribas' review conclude that the proposed development fails to achieve the benchmark land value and is therefore unable to provide any sub-market housing.
- 5.2.9 The lack of sub-market housing is disappointing but justified by the current viability assessment. Officers consider, however, that property sales values in the Chadwell Heath area have the potential to increase more than average over the next few years as a result of Crossrail which will service Chadwell Heath Station when the route fully opens in December 2019. On

this basis, officers consider that there is justification to impose a review mechanism on any planning permission granted requiring the developer to submit an updated viability assessment in the event that substantial implementation of the development to first floor level does not occur within 3 years of the grant of permission. In the event that the review mechanism is triggered and the updated viability assessment shows a surplus then a submarket housing contribution would be payable on a 60/40 split in favour of the Council. The developer has agreed to the imposition of such a review mechanism and will fund the cost of the review process. The review mechanism will be secured through a Section 106 Agreement.

- 5.3. Design and Residential Amenity
- 5.3.1 The application site is long and narrow and has a north-south orientation. The proposed buildings are of a medium scale, stepping up in height from surrounding dwellings but not extending to the maximum 6-storey height of neighbouring Elgin House.
- 5.3.2 The application proposes two 3/4/5 storey blocks (Blocks A and B) which would be linked to each other. The proposed building also incorporates a green roof. Pedestrian and vehicular access would be from the south along the eastern side of the site. The open space to the eastern side would generally be hard landscaped, comprising a shared surface with street trees and car parking.
- 5.3.3 The tallest part of the development is proposed at the southern end of the site where it would extend to 5-storeys. The building would then step down to 4-storeys and then 3-storeys (with a setback 4th storey) towards the northern part of the site.
- 5.3.4 To the east of the application site is a 3-storey Council retirement/sheltered housing development located in Forsters Close. There is a minimum separation distance of 26 metres between facing habitable rooms in Forsters Close and the proposed development and this is considered to be an acceptable distance.
- To the north-west of the application site are 2-storey dwellings fronting 5.3.5 Whalebone Lane North which have generous rear gardens. A minimum separation distance of approximately 25 metres between facing habitable rooms in the 2-storey dwellings and the proposed development is proposed and this is considered to be an acceptable distance. It should be noted that obscure window glazing and balcony screening has also been proposed to the western elevations of those proposed units which have the closest relationship to the private rear gardens in Whalebone Lane North, being units B04, B09, B15 and B21, to ensure privacy. There has been an objection to the proposed development from the occupier of 446a Whalebone Lane North which overlooks the north-west corner of the development, but as discussed in the 'Consultation' section of this report officers do not consider that the proposed development would be detrimental to the amenities of the occupiers of any adjoining dwellings fronting Whalebone Lane North.

- 5.3.6 To the south-west of the application site is the Elgin House flatted development which is a part 3/4/5/6 storey building. There has been an objection to the proposed development from the occupier of Flat 5 at Elgin House, but as discussed in the 'Consultation' section of this report, officers do not consider that the proposed development would adversely affect any of the occupiers of Elgin House.
- 5.3.7 Two-storey semi-detached/terrace dwellings are located to the north of the application site in Burchett Way. Burchett Way has a vehicle turning-head immediately adjacent to the northern boundary of the application site. The southern side elevations and the side/rear gardens of the closest two dwellings in Burchett Way adjoin car parking areas and communal amenity space in the proposed development. There has been no objection to the proposed development from any property in Burchett Way and officers consider that the relationship of the development to properties within Burchett Way is acceptable.
- 5.3.8 The submitted Daylight and Sunlight Report concludes that on balance the target requirements of the Building Research Establishment (BRE) guidance are generally satisfied and, in any event, there is no significant adverse effect on neighbouring residential properties with respect to shadowing/sun on the ground and sunlight/daylight to habitable windows/rooms as a result of the proposed development.
- 5.3.9 Overall, the proposed height and massing of the development is considered to be acceptable having regards to the height and massing of surrounding buildings and the generous separation distances between buildings in the main.
- 5.3.10 The application proposes that all of the two-bedroom and three-bedroom units, being 25 in total, will be dual aspect and in some instances triple aspect. The remaining 20 one-bedroom units will be east-facing single aspect. Officers consider that the proposed layout of units is satisfactory in this respect.
- 5.3.11 An assessment of the quality of sunlight/daylight to be received by the proposed residential units accompanied the application. The assessment concludes that daylight within the proposed habitable rooms is adequate and meets/exceeds the target criteria set within the British Standard Code of Practice for Daylighting and the BRE guidance. A reasonable level of sunlight is also provided to living rooms and amenity areas in accordance with the BRE guidance.
- 5.3.12 In accordance with Policy 3.8 of the Minor Alterations to the London Plan, 90% of the proposed residential units are to meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.
- 5.3.13 The proposed development would be predominantly brick-built, taking reference from the stock brickwork of the locally listed dwellings fronting the High Road. To add interest to the elevations texture is incorporated in part by laying the bricks in different orientations. A simple palette of materials is proposed to complement the brickwork, including matching the window frames with the colours of the balconies/cladding elements. Officers

welcome the use of brickwork which is traditional having regard to the surrounding area, as well as being robust and easy to maintain. The proposed materials and colours are yet to be confirmed but the proposed materials strategy is supported. The submission and approval of materials will be secured by condition and officers will be looking to ensure that the materials are of a suitably high quality.

- 5.3.14 Policy CP2 of the Core Strategy and Policy BP2 of the Borough Wide Development Policies DPD seek to protect heritage assets. Furthermore, Policy BP2 states that the Council will afford a high level of protection to locally listed buildings, wherever practicable and reasonable.
- 5.3.15 The locally listed dwellings to be retained at the site entrance, known as 243 and 245 High Road (formerly Wallace Lodge), are two former semi-detached dwellings which have been subsequently split into 4 two-bedroom flats. The dwellings are brick-built and 2-3 storeys high.
- 5.3.16 The developer proposes to refurbish the locally listed dwellings as part of the overall development. The works will involve clearing and relandscaping the garden areas and terraces, primarily to make amenity areas more relevant and manageable to the flatted use. In the front, the over-bearing trees, poor landscaping and walls will be removed and a more cohesive entrance landscape implemented. The dwellings will be refurbished and repaired (i.e. refurbished windows (like-for-like), repainted fascia and cleaned brickwork). The southern boundary treatment will comprise a low wall so as not to impact on sight-lines for vehicular access. Decorative work is also proposed to refurbish the interior of the dwellings
- 5.3.17 The refurbishment works are welcomed by officers as they will improve the main entrance to the new residential units to the rear of the site, as well as protecting and enhancing the appearance of local heritage assets.
- 5.3.18 Officers do not consider that the proposed new residential units to the rear would adversely affect the amenities of the occupiers of the locally listed dwellings given there is a satisfactory minimum separation distance of 21.5 metres between facing habitable rooms.
- 5.3.19 The developer has advised that the residential blocks and private and public areas around the site will be maintained by an appointed management company to ensure that they do not fall into disrepair and that security is not compromised.
- 5.3.20 Overall, officers do not consider that the proposed development would adversely affect the residential amenities of neighbouring occupiers and furthermore the design and appearance of the proposed development is considered to be in keeping with the relevant policies of the National Planning Policy Framework, Policies CP2 and CP3 of the Core Strategy, Policies BP2, BP8 and BP11 of the Borough Wide Development Policies DPD and Policies 7.1, 7.2, 7.3, 7.4 and 7.6 of the London Plan.

#### 5.4 External Amenity Space

- 5.4.1 All of the proposed residential units would benefit from a private balcony or ground floor terrace designed in accordance with the minimum space requirements set out in the Mayor of London's 'Housing' Supplementary Planning Guidance. The development also includes 337 square metres of communal amenity space to the rear of the blocks.
- 5.4.2 A combination of soft landscaping, such as small hedges, and railings are proposed in order to create a suitable defensible zone at ground floor level between private and communal spaces.
- 5.4.3 While the proposal fails to meet the quantity requirements for external amenity space as set out in Policy BP5 of the Borough Wide Development Policies DPD, officers do not wish to object on this basis as it is considered that the level of amenity space is satisfactory given the development comprises mainly one and two-bedroom units and each unit has access to their own private balcony or terrace.

### 5.5 Transport / Parking

5.5.1 The Transport Development Management Officer has confirmed that there are no apparent adverse highway implications arising from the proposed development. As set out in the 'Consultation' section of this report there are a number of transport related matters to be secured by condition or S106 Agreement.

## 5.6 <u>Sustainability & Energy</u>

5.6.1 The London Plan requires all developments to achieve a 35% reduction in carbon dioxide (CO<sub>2</sub>) emissions beyond Part L of the Building Regulations 2013. The proposed development is anticipated to achieve a 35.16% reduction in carbon dioxide (CO<sub>2</sub>) emissions beyond Part L of the Building Regulations 2013 through energy efficient design measures and the installation of solar photovoltaic panels (approximately 146 panels). The proposal is in keeping with the policy requirements.

#### 5.7 <u>S106 Developer Contributions</u>

- 5.7.1 Having regard to Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) and Policy CC3 of the Core Strategy, a S106 Agreement is required to secure:
  - Substantial implementation of the development to first floor level within 3 years of the date of planning permission being granted and if substantial implementation is not achieved within the required time period the requirement to submit an updated viability assessment to allow the Council to identify whether the development would result in a surplus. Any surplus shall be split 60/40 in favour of the Council and the Council shall spend their share of the surplus on sub-market housing projects in the Borough;

- the submission of a marketing strategy seeking to maximise owner occupation including a restriction on buying more than one property for a period of 6 months from the date of the sales launch;
- that any individual or organisation purchasing more than 2 flats for buy to let purposes would be required to use a reputable management company whose details are to be submitted to and approved by the Council, to ensure good quality management;
- a commitment to local labour/local supply so that residents and businesses in the Borough will benefit from the proposed development;
- provision of 12 months membership to a local car club per residential unit (on their request);
- the refurbishment of the locally listed dwellings fronting the High Road;
   and
- payment of the Council's legal costs for the preparation and completion of the S106 Agreement.

#### 6.0 Conclusion

- The proposed development would result in 45 good quality residential units which are considered to sit comfortably in the surrounding residential environment. The retention and refurbishment of the two locally listed dwellings fronting the High Road is welcomed from a heritage aspect and the works will help to create an improved entrance to the new residential units to the rear of the site.
- With the exception of the quantity of external amenity space, the proposed level of which can be justified in this case, the proposal is considered to comply with the relevant policies set out in the National Planning Policy Framework, the London Plan and the Local Plan.
- 6.3 It is recommended that planning permission be granted subject to a S106 Agreement to secure the matters set out in Section 5.7 of this report and the conditions listed in this report (with any amendments that might be necessary up to the issue of the decision).

#### **Background Papers**

- Planning Application File
   <a href="http://paplan.lbbd.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=O3VTVHBLHQR00">http://paplan.lbbd.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=O3VTVHBLHQR00</a>
- Local Plan Policy

Borough Wide Development Policies Development Plan Document (March 2011):

Policy BR1 – Environmental Building Standards

Policy BR2 – Energy and On-Site Renewables

Policy BR3 – Greening the Urban Environment

Policy BR4 – Water Resource Management

Policy BR5 – Contaminated Land

Policy BR9 - Parking

Policy BR10 – Sustainable Transport

Policy BR11 - Walking and Cycling

Policy BR13 - Noise Mitigation

Policy BR14 – Air Quality

Policy BR15 – Sustainable Waste Management

Policy BC1 – Delivering Affordable Housing

Policy BC7 – Crime Prevention

Policy BP2 – Conservation Areas and Listed Buildings

Policy BP5 - External Amenity Space

Policy BP8 – Protecting Residential Amenity

Policy BP10 - Housing Density

Policy BP11 - Urban Design

#### Core Strategy (July 2010):

Policy CM1 – General Principles for Development

Policy CM2 - Managing Housing Growth

Policy CM4 – Transport Links

Policy CR1 – Climate Change and Environmental Management

Policy CC1 – Family Housing

Policy CC3 – Achieving Community Benefits Through Developer Contributions

Policy CP2 – Protecting and Promoting Our Historic Environment

Policy CP3 – High Quality Built Environment

#### Site Specific Allocations Development Plan Document (December 2010):

SSA SM16 – 243-245A High Road

#### Other Guidance:

Planning Advice Note - Waste and Recycling Provisions in New and Refurbished Residential Developments (10 February 2013)

#### The London Plan (March 2015):

Policy 3.3 – Increasing Housing Supply

Policy 3.4 – Optimising Housing Potential

Policy 3.5 – Quality and Design of Housing Developments

Policy 3.8 – Housing Choice

Policy 3.10 – Definition of Affordable Housing

Policy 3.11 – Affordable Housing Targets

Policy 3.12 – Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes

Policy 3.13 – Affordable Housing Thresholds

Policy 5.2 – Minimising Carbon Dioxide Emissions

Policy 5.3 – Sustainable Design and Construction

Policy 5.5 – Decentralised Energy Networks

Policy 5.6 – Decentralised Energy in Development Proposals

Policy 5.7 – Renewable Energy

Policy 5.9 – Overheating and Cooling

Policy 5.10 - Urban Greening

Policy 5.13 – Sustainable Drainage

Policy 5.14 – Water Quality and Wastewater Infrastructure

Policy 5.15 – Water Use and Supplies

Policy 5.18 – Construction, Excavation and Demolition Waste

Policy 5.21 – Contaminated Land

Policy 6.3 – Assessing Effects of Development on Transport Capacity

Policy 6.9 – Cycling

Policy 6.10 - Walking

Policy 6.13 – Parking

Policy 7.1 – Lifetime Neighbourhoods

Policy 7.2 – An Inclusive Environment

Policy 7.3 – Designing Out Crime

Policy 7.4 – Local Character

Policy 7.5 - Public Realm

Policy 7.6 – Architecture

Policy 7.8 – Heritage Assets and Archaeology

Policy 7.13 – Safety, Security and Resilience to Emergency

Policy 7.14 – Improving Air Quality

Policy 7.15 – Reducing and Managing Noise, Improving and Enhancing the

Acoustic Environment and Promoting Appropriate Soundscapes

Policy 8.2 – Planning Obligations

#### Mayor of London's Supplementary Planning Guidance:

Shaping Neighbourhoods: Character and Context (June 2014)
Accessible London – Achieving an Inclusive Environment (October 2014)
Sustainable Design and Construction (April 2014)
Housing (March 2016)

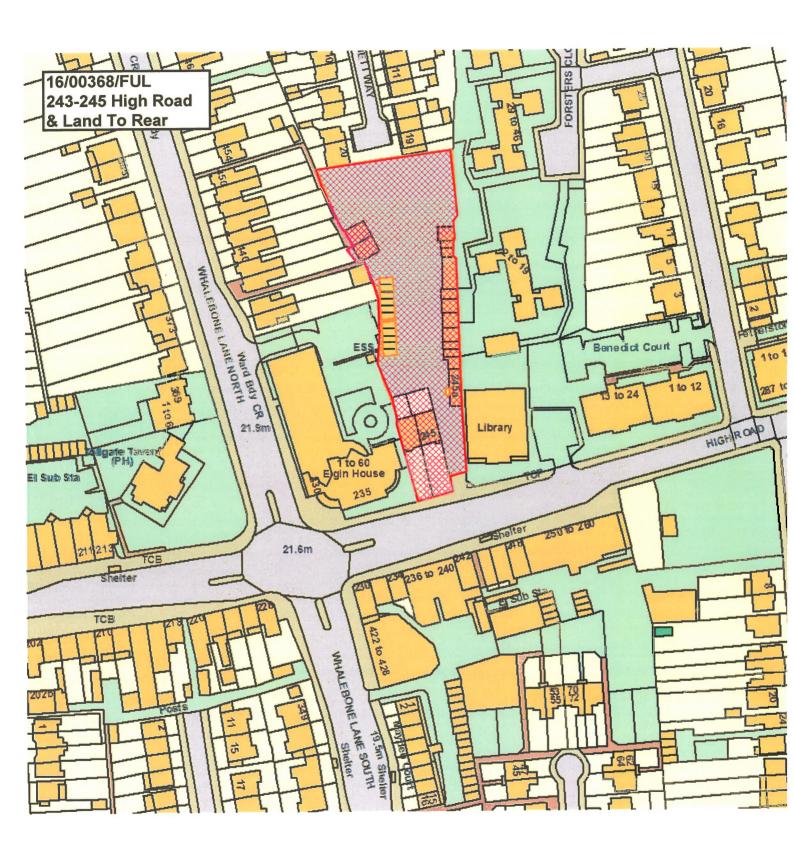
Minor Alterations to the London Plan: Housing Standards (March 2016) Minor Alterations to the London Plan: Parking Standards (March 2016)

#### National Planning Policy Guidance

National Planning Policy Framework (March 2012)

Planning Practice Guidance

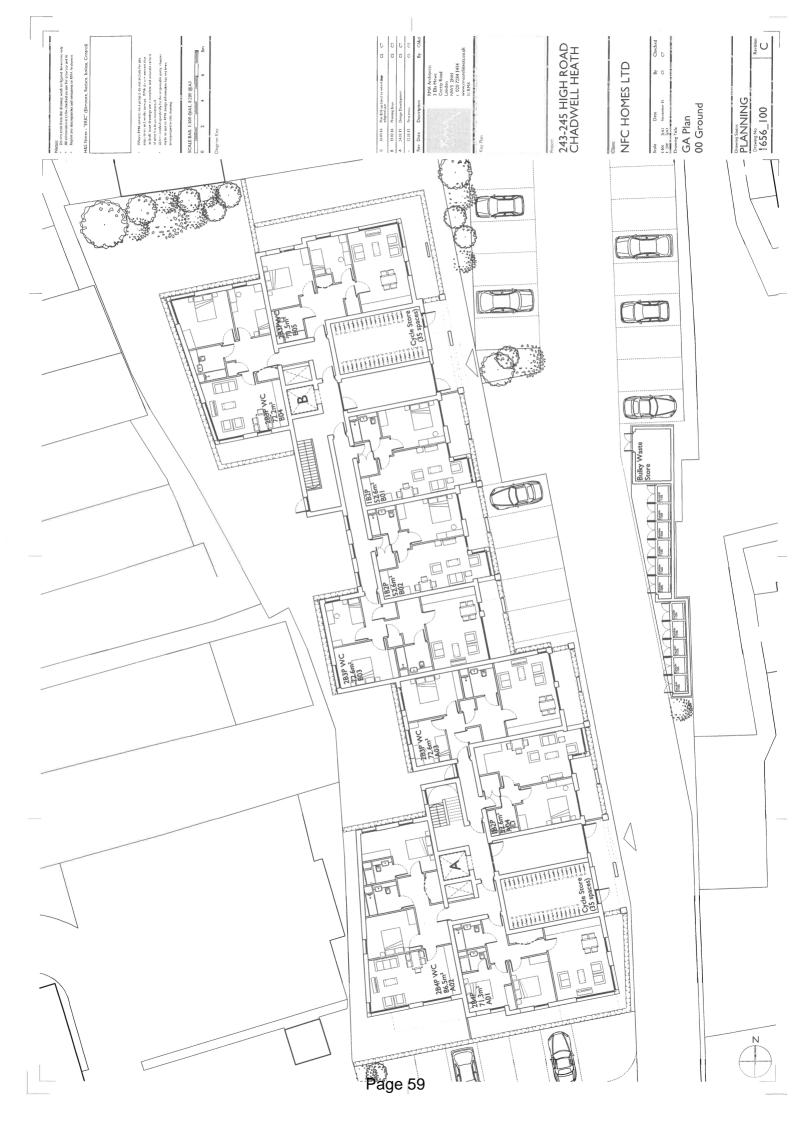
Technical Housing Standards – Nationally Described Space Standard (March 2015)















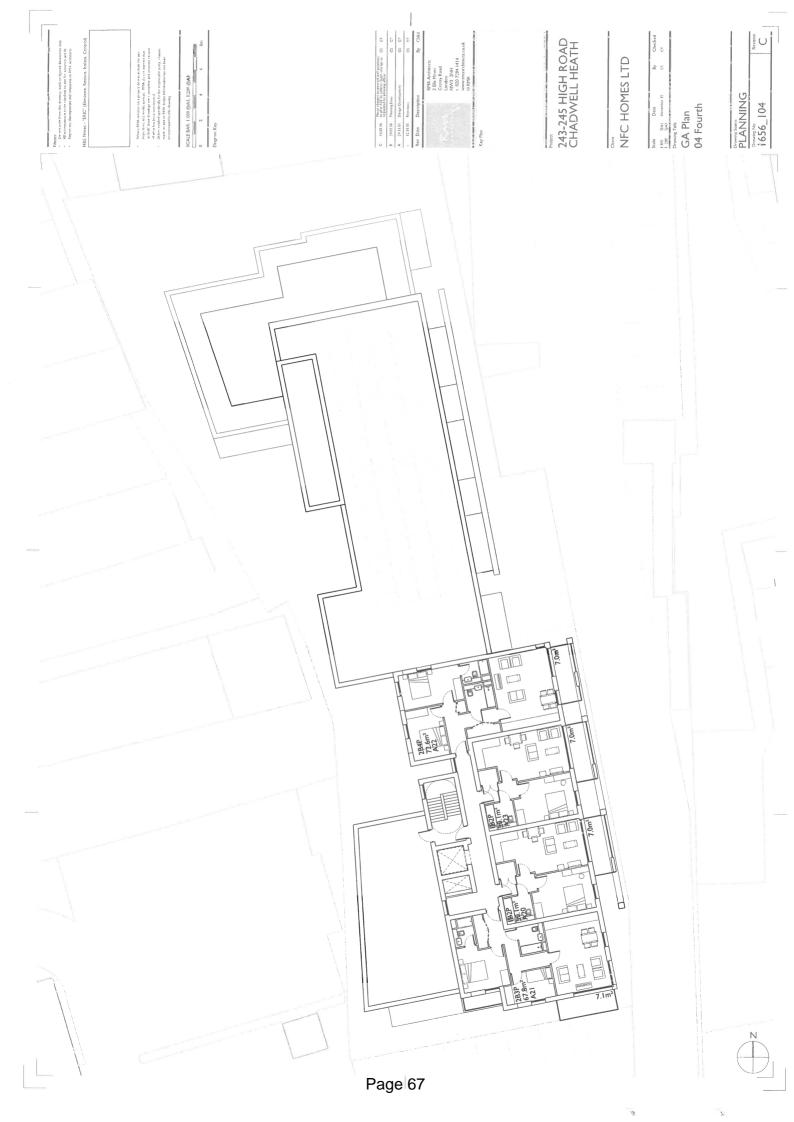




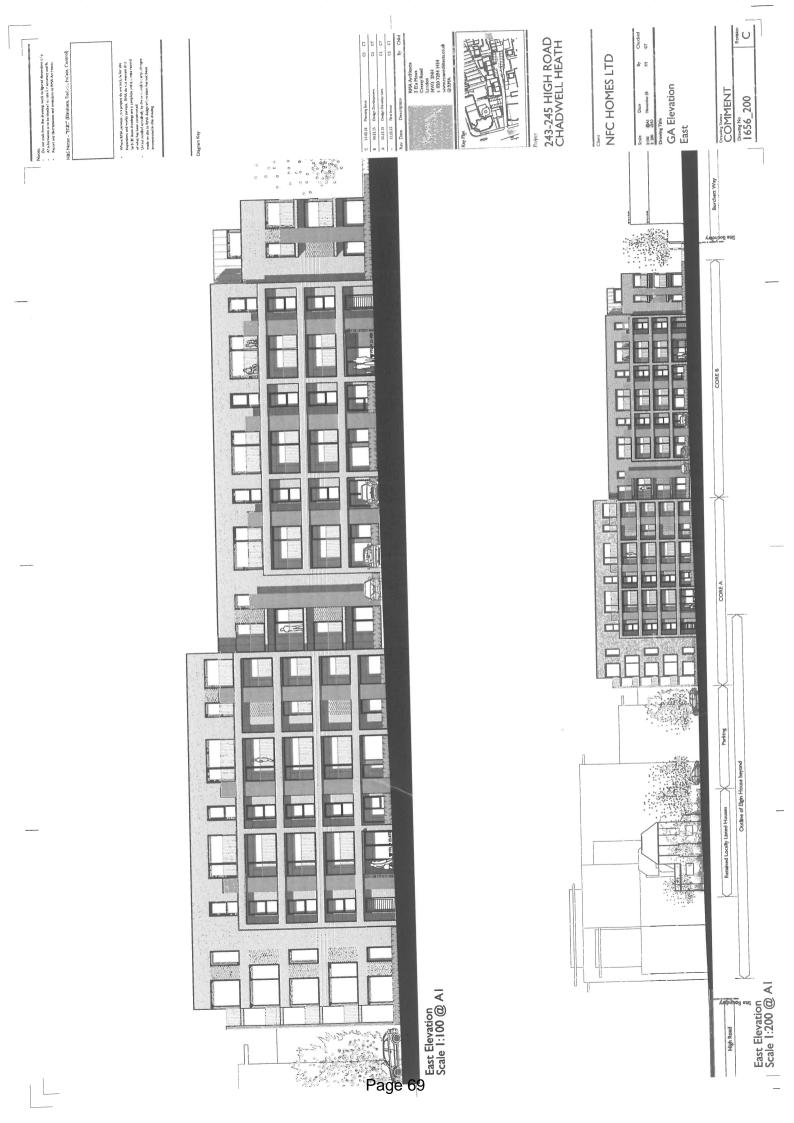




















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South Elevation Scale 1:200 @ A1

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