**Barking and Dagenham Council**  
**Development Control Board**  

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<th>Application No:</th>
<th>16/00798/FUL</th>
<th>Ward: Whalebone</th>
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**Reason for Referral to DCB as set out in Part 2, Chapter 9 of the Council Constitution:**  
The application involves the creation of new residential dwellings (7 in total) without any off-street car parking and private amenity space is provided for only two of the units.

**Address:**  
3 Station Road, Chadwell Heath

**Development:**  
Erection of 3 storey extension and alterations to existing property in connection with the use of part of the ground floor for retail (Class A1) purposes and the formation of 7 flats (4 x 1 beds and 3 x 2 beds) together with associated bike and bin stores, new fencing and hard surfacing.

**Applicant:**  
Masterday Ltd

**Contact Officer:** Nelupa Malik  
**Title:** Principal Development Management Officer  
**Contact Details:**  
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**Summary:**

The application site comprises 3 Station Road which is a two storey building with commercial uses (convenience store and pizza take-away) at ground floor level with residential above. The property forms part of Chadwell Heath District Centre.

The application seeks planning permission for the erection of a three storey extension and alterations to the existing property in connection with the use of part of the ground floor for retail (Class A1) purposes and the formation of 7 flats (3 x 1 bedroom and 3 x 2 bedroom flats) together with associated bike and bin stores, new fencing and hard surfacing.

Two of the flats will be at ground floor level at the rear and the proposal seeks to retain commercial properties at the front although the hot food take-away use would be extinguished. The property has two existing flats at first floor level and these will be retained with alterations to their layout proposed as part of this development. An additional flat is proposed at first floor level together with a further 2 flats at second floor level.

The scale, form, massing and design of the proposed extension are considered to be acceptable and will not detract from the character of the host parade and surrounding area.

All the flats have been designed in accordance with internal space standards set out in the Minor Alterations to the London Plan (March 2016).

The ground floor flats will have direct access to private patio areas measuring 12.5m2 and 24m2 in area and there would be a communal garden area for the benefit of all residents. This is considered to be in accordance with policy which states that development in town centre sites, where it is not often feasible to provide large garden areas, can provide...
alternatives such as balconies and roof terraces. It is not typical of flats above shops to have large amenity areas and, in this instance the provision of private patios for some of the units is considered to be acceptable.

Three objections have been received from the public consultation exercise raising concerns with regards to car parking, loss of light, overlooking, noise and disturbance and traffic generation. It is not considered that the development will result in any material loss of light, outlook or privacy detrimental to the living standards and amenities enjoyed by neighbouring occupiers.

The site has a Public Transport Accessibility Level (PTAL) of 4 which is good and is very well served by public transport. The development would be ‘car free’ with a restriction imposed preventing future occupiers from obtaining residential parking permits.

The applicant has agreed to a contribution of £3,000 for the implementation of double yellow lines and waiting/loading restrictions in Back Lane, together with the costs of the associated Traffic Management Order. This will ensure that deliveries are properly managed and would be secured through a S106 legal agreement.

**Recommendation:**

That the Development Control Board grant planning permission subject to the completion of a Section 106 agreement securing the payment to the Council of £3,000 for the cost of making and implementing a Traffic Management Order to provide double yellow lines and waiting/loading restrictions in Back Lane, and the following conditions:

1. The development 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 S.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; 844-EP00A, 844-EP01A, 844-EP02A, 844-EP03A, 844-ES01A, 844-EE01A, 844-EE02A, 844-EE03A, 844-EE04A, 844-PP01K, 844-PP02H, 844-PP03H, 844-PP04F, 844-PP06E, 844-PE01G, 844-PE02C, 844-PE03I, 844-PE04G, 844-PS01C, 844-PS02B,

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

3. No above ground development shall take place until details/samples of all materials to be used in the construction of the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved materials.

   Reason: To protect or enhance the character and amenity of the area in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

4. The residential occupiers of the proposed development (with the exception of the existing first floor flats indicated as Flats 1 and 2 on the approved plans) shall not be eligible for a parking permit within any adjoining Controlled Parking Zones (CPZ).
Reason: To prevent residential occupiers of the proposed development from taking up parking spaces in adjoining CPZs which are already in high demand by existing local residents in accordance with Policies BR9 and BR10 of the Borough Wide Development Policies Development Plan Document.

5. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

i. the parking of vehicles of site operatives and visitors;
ii. details of access to the site;
iii. loading and unloading and the storage of plant and materials used in constructing the development;
iv. the erection and maintenance of security hoardings including decorative displays;
v. wheel washing facilities;
vi. measures to control the emission of noise, dust and dirt during construction;
vii. 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;
viii. a scheme for recycling/disposing of waste resulting from demolition and construction works; and
ix. details of 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.

Reason: The construction method statement is 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.

6. No deliveries, external running of plant and equipment or construction works, other than internal works not audible outside the site boundary, shall take place on the site other than between the hours of 0800 to 1800 on Monday to Friday and 0800 to 1300 on Saturday and not at all on Sundays, Public or Bank Holidays without the prior written permission of the Local Planning Authority.

Reason: To ensure that the proposed 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.

7. The refuse enclosures indicated on drawing No. 844-PP06E shall be constructed in accordance with the approved plans prior to the occupation of the development hereby approved and thereafter permanently retained for the use of the occupiers of
the premises.

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.

8. With the exception of any roof mounted antennae or satellite dish designed for communal use by the occupiers of the development, no antennae or satellite dishes shall be placed on any elevation of the buildings hereby approved unless previously approved in writing by the Local Planning Authority.

Reason: To safeguard the external appearance of the buildings in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

9. 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.

10. The development shall not be occupied until details of the cycle parking spaces indicated on drawing number 844-PP01K have been submitted to and approved in writing by the Local Planning Authority. The approved spaces shall be implemented prior to the occupation of the development and permanently retained for the accommodation of bicycles of occupiers and visitors to the premises and not used for any other purpose unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of promoting cycling as a sustainable and non-polluting mode of transport and in accordance with Policy BR11 of the Borough Wide Development Policies Development Plan Document.

11. Notwithstanding the details indicated on drawing number 844-PP01K, no development above ground level shall take place until a scheme of landscaping showing those areas to be hard landscaped and the details of that hard landscaping have been submitted to and approved in writing by the Local Planning Authority. The scheme shall not incorporate areas of soft landscaping. The scheme as approved shall be carried out prior to the occupation of the development and thereafter permanently retained.

Reason: To safeguard and improve the appearance of the area in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

12. No development above ground level shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the position, design, materials and type of boundary treatment to be erected. No part of the development shall be occupied until the approved boundary treatment has been provided. The approved boundary treatment shall be retained unless the Local Planning Authority consents to its removal or replacement.
Planning Authority gives prior written approval for its removal.

Reason: To ensure the boundary treatment protects or enhances the character and amenity of the area in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

1. Introduction and Description of Development

1.1 The application site comprises a predominately two storey corner property comprising commercial uses (convenience store/pizza take-away) at ground floor level with 2 flats over located directly south east of the junction of Station Road with Back Lane. The property forms the end property in a retail parade of 7 units comprising numbers 3 to 17 Station Road and forms part of a secondary shopping frontage in the Chadwell Heath District Centre. Number 3 Station Road is the only property within this parade that is two storey where the building directly fronts Station Road, the remaining properties are all single storey fronting Station Road but have a recessed two storey element at the rear.

1.2 The surrounding area comprises a mixture of residential and commercial uses. The northern boundary abuts Back Lane which is a rear access road that predominately serves the rear of commercial properties in High Road to the north. Back Lane also provides access to a small number of residential units that front Back Lane including Dairy Mews which is a part single part two storey gated mews development sited directly north of the application site and 11-12 Dairy Mews, which is a pair of semi-detached dwellings located directly east of the application site. Number 12 Dairy Mews, shares its eastern boundary with the application site.

1.3 The application property has been previously extended in the form of a brick built single storey side and rear extension that fronts Back Lane and a white rendered finished double storey rear extension that adjoins the southern boundary with number 5 Station Road. The host building has an overall double storey depth of 21 metres along the southern boundary and projects 12.9 metres beyond the rear building line of number 5 Station Road.

1.4 This application relates to the erection of a 3 storey extension and alterations to the existing property in connection with the use of part of the ground floor for retail (Class A1) purposes and the formation of 7 flats (4 one beds and 3 two beds) together with associated bike and bin stores, new fencing and hardsurfacing. Two flats (identified as Flats 1 and 2) are existing and located at first floor level. The proposal will result in the alteration to the layouts of these two units.

1.5 Internally the development will retain existing commercial uses on the Station Road frontage (one or two retail (Class A1) units but will create two flats to the rear at ground floor level (indicated as Flats 4 and 5), three flats at first floor level (Flats 1, 2 and 3) and two further flats at second floor/loft level (Flats 6 and 7). Access to the flats will be via Back Lane.

2. Background

2.1 There is no relevant planning history relating to this application.
3. Consultations

3.1 Adjoining Occupiers

31 neighbouring occupiers were notified during the public consultation exercise and three objections (from 43 Eustace Road, 9-11 Station Road and 9A Station Road) have been received. The following objections and concerns have been raised;

- Increase in parking pressure in the Controlled Parking Zone.
- Loss of daylight and sunlight (9-11 Station Road)
- Overlooking
- Noise and disturbance.
- Traffic generation

_Officer Note:_ In terms of objections relating to noise and disturbance, it is unclear if the objections relating to these reasons are from proposed construction works or from potential occupiers of the proposed development. Noise and disturbance from construction works can be mitigated through restricting construction hours and are temporary and would cease once the development has been completed. Any statutory noise pollution can be regulated by the Environmental Protection Team if statutory noise nuisance is evidenced. All other objections have been considered in the main body of this report.

3.2 Access Team

A number of comments and recommendations have been made with regards to door widths, requirement for colour contrasted ironmongery, hand rails, step nosings, décor and signage. Some internal alterations have also been recommended.

_Officer Note:_ The recommendations and comments have been forwarded to the agents. Revised plans have been received addressing these concerns.

3.3 Environmental Health – No response received.

3.4 Transport Development Management

The current Public Transport Accessibility Level (PTAL) rating has been determined at a level 4, on a scale of 1 to 6 where 6 is excellent.

The information submitted by the applicant regarding deliveries/servicing arrangements proposed are considered to be a workable option and therefore acceptable and will not be detrimental or impede traffic flow in Station Road. However we would recommend, to ensure free traffic flow in Back Lane, a financial contribution of £3,000 is made to the Council in order to amend the existing Traffic Management Order so double yellow lines and waiting/loading restrictions scheme could be implemented at this location. Also, we recommend that, as a car-free development, any prospective residents/tenants should be excluded from the existing or future Controlled Parking Zones in the area and this should be secured by condition or S106 agreement.
Officer Note: The agents have advised that refuse collection is intended to take place via Back Lane as per the arrangement at numbers 11 and 12 Dairy Mews.

In terms of deliveries, the agents have advised that deliveries will take place on Station Road in the either of the following locations;

1. In front of no.1 Station Road where there is a single yellow line that permits vehicles to wait and load/unload.

2. In front of no.17 Station Road where double yellow lines permit loading and unloading.

3.5 Waste and Recycling Policy Manager – No comments to make.

4. Local Finance Considerations

4.1 The development would result in an estimated Mayoral Community Infrastructure Levy of £5,401.34 which is to be utilised towards the funding of the Cross Rail project and a Borough’s Community Infrastructure Levy of £2,361.76.

5. Analysis

5.1 Principle of Development

5.1.1 The site is designated as part of the Chadwell Heath District Centre as defined by Site Specific Allocations Development Plan Document. The proposal, to retain ground floor commercial units with new residential units at the rear and above, is considered acceptable in principle and would not undermine the retail function of this District Centre. Indeed the extinguishment of the pizza take-away (Class A5) is welcomed.

5.1.2 The provision of new flats would also contribute to housing supply in accordance with local plan policies.

5.1.3 With 7 private units overall, the scheme is below the threshold of 10 above which London Plan policy 3.13 seeks the provision of affordable housing where viable.

5.1.4 It is considered that the development maximises the use of the site and therefore it is in accordance with this policy.

5.2 Siting, Layout and Design

5.2.1 The three storey rear extension will measure 8.5 metres deep along the northern boundary where the extension will front Back Lane. Along the southern boundary there will be no change in massing to the existing ground and first floor rear extensions which measure 11.4 metres in overall depth. The extension will be finished with a flat roof and sit marginally below the ridge level of the host property.

5.2.2 Whilst there will be an increase in the number of storeys, namely from single storey to three storey fronting Back Lane and from two storey to three storey along the southern boundary with number 5 Station Road, there will only be a small increase
in building footprint above that existing. Measurements taken from the submitted plans estimate this to be some 26m2.

5.2.3 The scale, form and massing of the proposed extension is considered to be acceptable and will not materially impact on neighbouring amenities in terms of loss of light, outlook or privacy or detract from the character of the area which has a range of building styles.

5.2.3 The closest neighbouring residential occupier to the site is the residential unit above 5 Station Road. There will be no change in building mass at ground and first floor level along the southern boundary.

5.2.4 In terms of the proposed second floor extension, the nearest flank wall of the extension will project 5.4 metres beyond a 45 degree angle from the nearest corner of number 5 Station Road (the usual rule of thumb applied in order to protect residential amenities) but will be set in between 3.1 metres to 3.7 metres from the side boundary and will not therefore be unduly overbearing. Moreover, the accommodation above number 5 is contained within the roofslope and relies only on rooflights rather than conventional windows so would be less affected by the proposed development. Therefore it is not considered that the development will result in any material impact on the living standards and amenities of residential occupiers above 5 Station Road.

5.2.5 With regards to the relationship between the development and the pair of dwellings to the east 11 and 12 Dairy Mews, there will be a distance of approximately 6.2 metres from the main rear wall of the proposed extension to the nearest corner of number 12 Dairy Mews, with a greater distance to the windows on this property as these are located closer to its eastern boundary. The proposed development will also be sited at an oblique angle from this dwelling. There will be no greater overlooking to the rear private amenity areas of numbers 11 and 12 Dairy Mews than the present level of overlooking from the rear of the application premises. It is therefore considered that there will be minimal impact on the amenities enjoyed by residential occupiers of these dwellings.

5.2.6 With regards to residential occupiers in 1 and 3 Dairy Mews on the northern side of Back Lane, these dwellings do not directly front Back Lane and the development will not result in any greater level of overlooking than that which currently exists. Number 1 Dairy Mews has a window that faces Back Lane however there will be a distance of 12 metres between the development and the front elevation of 1 Dairy Mews.

5.2.7 In terms of the appearance of the development, the proposal does not seek to imitate the design of the host property but gives the impression of a separate three storey block fronting Back Lane. The host building, which is characterised by a hipped roof and weathered red brick at first floor level, will retain its presence in the street scene. The extension will be brick built comprising recycled yellow bricks to provide a contrast and to assist in breaking up the massing of the building.

5.2.8 The extension is relatively uncomplicated and modern and therefore, given the simple built form, design and the massing of the development in comparison to the host building, the use of good quality materials will be particularly important to ensure that the extension does not give the appearance of an incongruous addition
to the host property. These will include the quality of the brickwork, mortar and window and door surrounds. However these matters can be addressed via the imposition of a suitable condition.

5.2.9 Some minor cosmetic alterations are also proposed to the host building, these include the introduction of rooflights and the restoration of timber panelling beneath the windows of the commercial units.

5.2.10 Overall it is considered that the extension will not detract from the character of the host building or surrounding area and accords with policies CP3 of the Core Strategy and policies BP11 and BP8 of the Borough Wide Development Policies Development Plan Document (DPD) which relate to urban design and seek to protect residential amenities.

5.3 External Amenity Space

5.3.1 Policy BP5 of the Borough Wide Development Policies DPD seeks to ensure that appropriate external private and/or communal amenity space to meet the needs generated by the development is provided. Where developments in town centre locations are not able to provide external amenity space on the site the application should demonstrate that suitable alternatives such as useable roof terraces, roof gardens and balconies have been considered and incorporated wherever possible. The site forms part of the town centre hierarchy as it forms part of the Chadwell Heath District Centre.

5.3.2 The development will provide dedicated patio areas for the ground floor flats (Flats 4 and 5). Flat 4 will have an area measuring 12.5m² whilst Flat 5 will have 26m² of amenity space. No individual private amenity space will be provided for the flats on the upper floors although a communal garden area is proposed with benches for the benefit of all residents. It is quite typical of flats above shops to have very little or no external amenity space and the private amenity spaces provided will comply with the standards set by the Mayor’s Supplementary Planning Guidance for Housing. It is considered that, given the constraints of the site in terms of protecting neighbouring privacy and bearing in mind that the existing two flats at the property do not benefit from any outdoor space, the lack of individual outdoor space for 5 of the units is considered to be justifiable in this instance and satisfies the requirements of policy BP5 of the Borough Wide Policies Development Plan Document.

5.4 Internal Design

5.4.1 In relation to internal space standards all the flats will meet the standards for gross internal area, storage space, room sizes and layout, set out within the Government’s ‘nationally described space standard’ and the Minor Alterations to the London Plan.

5.4.2 All units are designed to achieve optional Building Regulations requirement M4 (2) ‘accessible and adaptable dwellings’ (equivalent to Lifetime Homes Standards) in accordance with policy 3.8 of the Minor Alterations to the London Plan. These standards are designed to ensure that dwellings are adaptable for use by disabled persons including wheelchair users.
5.5 Transport

5.5.1 The site has a Public Transport Accessibility Level (PTAL) of 4 which is good on a scale of 0 – 6b where 6b is excellent and will benefit further when Crossrail services begin operating from Chadwell Heath station.

5.5.2 The proposed development would be ‘car free’ whereby no on-site parking is provided, and the applicant has agreed to a condition whereby future residents will not be entitled to obtain a residents parking permit for on street parking within the adjacent Controlled Parking Zone (CPZ). The exception to this would be Flats 1 and 2 as these are existing dwellings.

5.5.3 The town centre location and high level of public transport accessibility makes this an appropriate location for a car free development. The imposition of the proposed condition would prevent potential nuisance to existing neighbouring residents caused by additional parking congestion.

5.5.4 Cycle parking would be provided within the rear yard of the site to London Plan standards.

5.5.5 The applicant has agreed to a contribution of £3,000 for the implementation of double yellow lines and waiting/loading restrictions in Back Lane, together with the costs of the associated Traffic Management Order. This will ensure that deliveries are properly managed and would be secured through a S106 legal agreement.

6 Conclusions

6.1 The proposed development would have an appropriate scale and relationship with neighbouring buildings.

6.2 The scheme would protect the amenities of neighbouring occupiers and provide a good standard of residential amenity for future occupiers.

6.3 The site is a highly accessible location and is suitable for a ‘car free’ development as proposed.

Background Papers

- Planning Application File:
  http://paplan.lbbd.gov.uk/online-applications/simpleSearchResults.do?action=firstPage

- Local Plan Policy
  Policy CM1 General Principles for Development
  Policy CP3 High Quality Built Environment
  Policy BR9 Parking
  Policy BR10 Sustainable Transport
  Policy BR11 Walking and Cycling
  Policy BP5 External Amenity Space
Policy BP8    Protecting Residential Amenity
Policy BP11    Urban Design

- **London Plan Policy**

  Policy 3.5    Quality and Design of Housing Developments
  Policy 3.8    Housing Choice
  Policy 6.13    Parking

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

- **National Policy**

  National Planning Policy Framework
  National Planning Practice Guidance