The application site is located on the eastern side of Whalebone Lane South, Dagenham. No.56 is a 2 storey building located in a shopping parade which forms part of the Whalebone Lane South Neighbourhood Centre. The ground floor comprises a vacant retail unit, with ancillary storage space at first floor level.

The application seeks permission for the demolition and rebuilding of a single storey rear extension, and the reconfiguration of the internal layout to provide ground floor retail accommodation and a two bedroom flat on the first floor.

The first floor accommodation within the adjoining premises and nearby neighbouring premises are in residential use, as such the principle of the conversion of storage space into a two bedroom flat in this location is considered acceptable.

The proposal would not materially impact on the character and appearance of the area and would not result in unacceptable levels of overlooking or loss of privacy and complies with policies BP8 and BP11 of the Borough Wide Development Policies DPD 2011.

The proposed new dwelling accords with the Technical Housing Standards – nationally described space standards (March 2015).

The application does not make any provision for access to amenity space, however, it is common for flats above shops not to benefit from such amenity space and in these circumstances the lack of such provision is considered to be acceptable.

No off-street parking provision is proposed for this development. The site has a PTAL (Public Transport Accessibility Level) of 2 on a scale of 1-6 where 6 is excellent. However, it is not considered that the absence of off-street parking provision will materially increase parking pressure within the immediate locality. There is unrestricted parking in nearby streets and any additional parking demand could be accommodated without resulting in highway safety concerns.
Recommendation:

That the Development Control Board grant planning permission subject to 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: PL-5565_01, PL-5565_02, PL-5565_03, PL-5565_04, PL-5565_05A, PL-5565_06A, PL-5565_07A, PL-5565_08A.

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

3) The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those in the existing building.

   Reason: To ensure the development respects the appearance of the existing property and to maintain the amenity of the area in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

Contact Officer
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1. Introduction and Description of Development

1.1 The application site is located on the eastern side of Whalebone Lane South, Dagenham. No.56 is a 2 storey building located in a shopping parade which forms part of the Whalebone Lane South Neighbourhood Centre. The ground floor comprises a vacant retail unit, with ancillary storage space at first floor level. The application seeks permission for the demolition and rebuilding of a single storey rear extension, and the reconfiguration of the internal layout to provide ground floor retail accommodation and a two bedroom flat on the first floor.

2. Background

2.1 No planning history

3. Consultations

3.1 8 Neighbouring occupiers were consulted. One response was received from the occupier of No.29 Grosvenor Road, the road to the rear, objecting to the proposal on the following grounds;

   • Perceived overlooking
   • Impact on the value of No.29 Grosvenor Road
3.2 Transport Development Management Team

The current Public Transport Accessibility Level (PTAL) rating has been determined at a (poor) level 2, on a scale of 1 to 6 where 6 is excellent. The property is in a parade of shops and offices where there is shoppers short-term parking in a lay-by. The proposed development cannot provide any off-street parking for the flat. However, we are of the opinion that adequate parking provision can be accommodated along side roads nearby. We believe this proposal should not have any adverse highway implications and therefore we have no objections.

3.3 Waste Management

Our observations are that the proposed floor plan and location of the waste storage provision is acceptable.

3.4 Access Officer

Comments and recommendations have been made with regards to door openings and glazing manifestation to comply with Part M of Building Regulations.

*Officer note: The Access Officer recommendations have been forwarded to the applicant for implementation, these largely relate to Building Regulations conformity.*

4. Local Finance Considerations

4.1 The application is subject to both the Mayor of London and Council’s Community Infrastructure Levy and would generate a Mayoral CIL contribution of £1667.26 and an LBBD CIL contribution of £729.00.

5. Equalities Considerations

5.1 The proposed new dwelling will provide suitable accessibility provision in accordance with Buildings Regulations M4(2) which would help enable future occupiers to remain living in the property regardless of age and/or disability.

6. Analysis

6.1 Principle of Development

6.1.1 The first floor accommodation within the adjoining premises and nearby neighbouring premises are in residential use, and the principle of the conversion of storage space into a two bedroom flat in this location is considered acceptable.

6.2 External Appearance

6.2.1 Policy BP11 of the Borough Wide Development Policies DPD sets out the principles which should be applied to the design and layout of new development in order to achieve a good standard of design.
6.2.2 The proposed side (north) elevation will remain unchanged with the exception of an existing entrance door being removed. On the side (south) elevation a new entrance door will be inserted. The first floor flat would be independently accessed at the rear of the property. An outdoor refuse/storage area measuring a width of 3.2 metres, a depth of 3.1 metres with a height of 2.9 metres will also be erected at the rear of the premises.

6.2.3 The proposed development is considered to accord with policy BP11 of the Borough Wide Development Policies Development Plan Document (DPD).

6.3 Residential Amenity

6.3.1 Policy BP8 of the Borough Wide Development Policies DPD seeks to protect residential amenity stating among other things that new development should not lead to significant overlooking (loss of privacy and immediate outlook) or overshadowing (loss of daylight and sunlight).

6.3.2 The closest residential dwellings to the application property are located 29 metres away in Grosvenor Road to the south of the site. It is noted that the height of the proposed replacement single storey rear extension will increase from 2.2 metres (existing) to 2.9 metres. However, the rear extension will remain screened from view from Grosvenor Road by a 4 metre high warehouse building which spans across the rear of the site.

6.3.3 Given that no additional first floor windows are to be inserted on the southern elevation it is not considered that the proposal will have a material impact on the amenities of neighbouring occupiers.

6.4 Internal Design

6.4.1 In accordance with Policy 3.5 Quality and Design of Housing Developments of the London Plan 3 person 2 bedroom one storey dwellings require a minimum gross internal floor area of 61sqm, including 2.0sqm of built-in storage.

6.4.2 The proposed first floor flat has a gross internal floor area of approximately 65sqm with 0.72sqm of built-in storage. Given that the gross internal floor area comfortably exceeds the minimum requirement the slight shortfall in storage provision is considered acceptable. As such it is considered that the proposed development complies with the required internal space standards.

6.5 External Amenity Space

6.5.1 Policy BP5 of the Borough Wide Development Policies DPD seeks to ensure that new dwellings provide appropriate levels of external private and/or communal amenity space. Where developments in town centres are not able to provide external amenity space on site the application should demonstrate that suitable alternatives such as useable roof terraces, roof gardens and balconies have been considered and incorporated whenever possible.

6.5.2 The site forms part of the Whalebone Lane South Neighbourhood Centre which forms part of the Borough’s town centre hierarchy. The application does not make any provision for access to amenity space, however, it is not considered to be
reasonably possible to provide any in this instance and it is common for flats above shops not to benefit from such amenity space. Other flats above shops in this parade do not benefit from amenity space, in these circumstances the lack of such provision is considered to be acceptable.

6.6 Parking

6.6.1 Policy BR9 of the Borough Wide Development Policies DPD states that the car parking standards set out in the London Plan will be used as maximum parking standards for new developments. In this regard Table 6.2 of the London Plan 2016 requires that less than 1 car parking space is provided for 1-2 bedroom units.

6.6.2 The proposed development provides no car parking space. The absence of car parking is not contrary to policy but needs to be assessed to ensure that it would not have any adverse highway safety implications.

6.6.3 The application site has a Public Transport Accessibility Level (PTAL) rating of 2 (on a scale of 1 to 6 where 6 is excellent). Despite the poor PTAL rating the site is served by a bus route, furthermore there is unrestricted parking provision in nearby streets such as Gray Avenue and James Avenue. The Transport Development Management Team do not believe that there will be any adverse highway implications and therefore raise no objection.

6.6.4 In view of the minor nature of the development which is unlikely to generate much, if any, additional parking demand, it is considered that a refusal on the grounds of parking would be difficult to substantiate. The National Planning Policy Framework states that development should only be refused on transport grounds where the residual cumulative impacts of development are severe.

7. Conclusion

7.1 It is considered that the principle of converting the first floor into a two bedroom flat is acceptable and broadly in line with the relevant Local Plan policies. The proposed development will provide good quality accommodation and would have minimal impact on the character and appearance of the application property and the surrounding area. Whilst the development does not propose off-street parking the additional parking demand from one 2 bedroom flat is considered to be minimal and able to be safely accommodated within surrounding streets.

Background Papers

- Planning Application File
- Local Plan Policy

Core Strategy Policies:

Policy CP3 – High Quality Built Environment

Borough Wide Development Policies Development Plan Document:

Policy BP5 – External Amenity Space
Policy BP8 – Residential Amenity
Policy BP11 – Urban Design
Policy BR9 – Parking

The London Plan 2016

Mayor’s Supplementary Planning Guidance for Housing (2016)

Policy 3.5 – Quality and Design of Housing Developments
Policy 6.13 – Parking

Technical Housing Standards – nationally described space standard