<table>
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<th><strong>Application No:</strong></th>
<th>17000707/FUL</th>
<th><strong>Ward:</strong></th>
<th>Whalebone</th>
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<td><strong>Reason for Referral to Planning Committee as set out in Part 2, Chapter 9 of the Council Constitution</strong></td>
<td>The application is recommended for approval with five or more objections from local residents.</td>
<td><strong>Address:</strong></td>
<td>1 Saville Road, Chadwell Heath</td>
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<tr>
<td><strong>Development:</strong></td>
<td>Demolition of bungalow and erection of part two/part three storey building to provide 4 one bedroom and 2 two bedroom flats.</td>
<td><strong>Applicant:</strong></td>
<td>Mr Singh</td>
</tr>
<tr>
<td><strong>Contact Officer:</strong></td>
<td>Simon Bullock</td>
<td><strong>Title:</strong></td>
<td>Principal Development Management Officer</td>
</tr>
<tr>
<td><strong>Contact Details:</strong></td>
<td>Tel: 020 8227 3803</td>
<td><strong>E-mail:</strong></td>
<td><a href="mailto:simon.bullock@befirst.london">simon.bullock@befirst.london</a></td>
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**Summary:**

The existing site comprises a detached, two bedroom chalet bungalow. The proposal is to demolish the existing building and construct a two/three storey block of 6 flats.

A new vehicular access is proposed at the centre of the street frontage leading to an undercroft 'coach-house' type driveway providing access to 5 car parking spaces within the rear garden area.

The contemporary design, and height of the building at three storeys, whilst different to that of the surrounding dwellings, is considered appropriate at this juncture of the street being adjacent to a vehicle sales garage to the north and close to High Road.

The proposed internal layout and external space would provide a good standard of residential amenity for future residents in accordance with the policy standards of the London Plan. The site layout is considered to provide an acceptable relationship with existing neighbouring dwellings that would not cause harm to residential amenity.

The proposed level of parking provision is considered acceptable and is in accordance with adopted parking standard of the London Plan.

The proposed vehicular access would result in the loss of an existing street tree positioned on the pavement in front of the bungalow that would need to be removed to facilitate the development. In order to mitigate for this loss the applicant has agreed to a Section 106 contribution that would fund the planting and initial maintenance of three replacement trees to be planted within the vicinity of the site.
Recommendation:

That the Planning Committee grant planning permission subject to the completion of a legal agreement securing a contribution of £6,532.55 towards the provision of replacement street trees 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: SK/100316/3 Rev. A; SK/031016/2 Rev. A; and SK/031016/1 Rev. A
   
   Reason: For the avoidance of doubt and in the interests of proper planning.

3. No development above ground level 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. No development above ground level shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of landscaping for the site which shall include indications of all existing trees, shrubs and hedgerows on the site and details of those to be 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 and Section 197 of the Town and Country Planning Act 1990.

5. The landscaping scheme as approved in accordance with condition No. 4 shall be carried out in the first planting and seeding seasons following the occupation of the building 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 and retention of the landscaping in the interests of the visual amenity of the area and in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document and Section 197 of the Town and Country Planning Act 1990.

6. No development above ground level shall take place until a scheme 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 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.

7. 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. The plan shall include details of a vehicular gate, and pedestrian gates to the sides of the building to prevent unauthorised access to the site. The development shall not be occupied until the approved boundary treatment has been provided. The approved boundary treatment shall be retained unless the Local 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.

8. No development above ground level shall take place until details of refuse enclosures showing the design, location and external appearance have been submitted to and approved in writing by the Local Planning Authority. The approved enclosures shall be provided before the commencement of the use 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.

9. Secure, covered cycle parking spaces to accommodate a minimum of 12 bicycles shall be installed within the rear garden of the development prior to the occupation of the development and shall thereafter be maintained for the use of occupiers and visitors to the site.

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.

10. The car parking areas indicated on drawing No. SK/100316/3 Rev. A shall be constructed and marked out prior to the occupation of the development, and thereafter retained permanently for the accommodation of vehicles of occupiers and visitors to the premises and not used for any other purpose.

Reason: To ensure that sufficient off-street parking areas are provided and not to prejudice the free flow of traffic or conditions of general safety along the adjoining highway in accordance with policy BR9 of the Borough Wide Development Policies Development Plan Document.

11. No above ground development shall commence until a scheme showing the provisions to be made for external lighting has 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 E2 Low district brightness areas—Rural, small village or relatively dark 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 the interests of security and safety, to avoid light pollution and safeguard neighbouring amenity and in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

12. The side screen of the rear facing balconies shown on drawing no. SK/031016/1 Rev. A shall be installed prior to the occupation of the development and thereafter maintained.

Reason: In order to minimise overlooking towards the rear gardens of the adjacent dwellings and in accordance with policy BP8 of the Borough Wide Policies Development Plan Document.

13. Before occupation all 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 London Plan.

14. No development shall be carried out until a method statement identifying the root protection areas of all trees adjacent to the site and giving details of any works to be carried out within the root protection areas of the trees and the method to avoid damage to the trees has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that retained trees are adequately protected in accordance with Policy CR2 of the Core Strategy and policies BR3 and BP11 of the Borough Wide Development Policies Development Plan Document and Section 197 of the Town and Country Planning Act 1990

15. The permitted development shall not be occupied until the two existing dropped kerbs serving the site are re-instated as raised kerbs, and a new dropped kerb is installed to serve the proposed driveway in accordance with the details shown on drawing No. SK/100316/3 Rev. A unless any variation is agreed in writing by the Local Planning Authority.

Reason: In the interests of highway and pedestrian safety and to make provision for on street parking where a dropped kerb is no longer required and in accordance with policies BR9 of the Borough Wide Development Policies Development Plan Document.

16. Before occupation the proposed dwellings shall comply with the water efficiency optional requirement in paragraphs 2.8 to 2.12 of the Building Regulations Approved Document G. 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 minimise the use of mains water in accordance with policy 5.15 of the London Plan (March 2016).

17. Demolition and construction work and associated activities are to be carried out in accordance with the recommendations contained within British Standard 5228:2009, “Code of practice for noise and vibration control on construction and open sites”. Parts 1 and 2.

Reason: In the interests of protecting residential amenity and in accordance with Policies BR13 and BP8 of the Borough Wide Development Policies Development Plan Document.

18. Measures to control the emission of dust, dirt and emissions to air are 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) the requirements are to be implemented at all times during demolition and construction works.

Reason: To minimise air pollution and protect residential amenity and in accordance with Policies BR13, BR14, and BP8 of the Borough Wide Development Policies Development Plan Document.

19. No development shall commence 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.

20. 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 and any works which are associated with the generation of ground borne vibration are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday, unless otherwise agreed in writing by 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.

1. Introduction and Description of Development

1.1 1 Saville Road is a bungalow with a large rear garden that is situated at the north end of the road. Its adjoining neighbours are the Glyn Hopkins Fiat garage and showroom to the north, 3 Saville Road to its south (a semi-detached dwelling) and the rear garden of 53 Salcombe Drive to its east. On the opposite side of Saville
Road are two storey houses, an access drive, and at the junction of Saville Road with High Road a parking area associated with the above garage.

1.2 The proposed development is to demolish the bungalow and erect a part two/part three storey building comprising 6 flats with an under-croft driveway leading to 5 rear garden car parking spaces, and associated amenity space.

2. Background

The only planning history for the site relates to an extension to the existing dwelling.

3. Consultations

Adjoining occupiers

3.1 Initial consultation letters were sent to 24 neighbouring residential and commercial occupiers; in response 13 letters of objection were received, setting out objections on the following grounds:

- Development would contribute to existing parking congestion in street, that is already a problem due to use of the road for parking by visitors to the car showroom and garage and West Ham training ground
- Difficult for existing residents to park on street in front of their houses
- Construction traffic and parking will cause nuisance and congestion
- Saville Road already has high levels of traffic
- Existing bungalow is an attractive building
- Loss of 3 bedroom dwelling contrary to policy
- Proposed flats unlikely to be suitable for families
- Loss of privacy and light to neighbouring properties
- Rear parking spaces will increase noise and pollution to neighbouring adjoining rear garden of No. 3 Saville Road.
- Policy that states maximum proportion of flat conversions in any street restricted to 10% should be applied despite the fact that the proposal is for complete redevelopment of the site
- Scale of development would be out of keeping with neighbours
- Loss of sunlight to neighbouring garden and loss of privacy to house (Planning officer note: this objector does not provide an address so it is uncertain which neighbouring dwelling this objection relates to but in view of the comments it would appear to be 53 Salcombe Drive, to the rear).
- Loss of existing trees is likely

3.2 In addition 1 letter of support was received from a neighbouring resident stating that he considers the proposed building to be attractive, and a very good use of the large plot. He considers that sufficient parking spaces would be provided and in relation to the existing vehicular access to the bungalow has not encountered problems with vehicles pulling out as the existing entrance provides sufficient forward visibility for driver to see pedestrians.

3.3 He goes on to state the view that the flats proposed are spacious and will provide good quality living accommodation which is in high demand in the area.
3.4 Following the submission of amendments to the scheme, primarily to re-position the vehicular access and associated undercroft driveway, and which resulted in a change from the originally submitted 3 x 1 bedroom flats and 3 x 2 bedroom flats to 4 x 1 bedroom flats and 2 x 1 bedroom flats, re-consultation was carried out with neighbours and other consultees.

3.5 Letters were sent to all 24 of the neighbours originally consulted. In response two letters of objection were received (one each from the occupiers of the adjacent semi-detached pair of dwellings Nos. 3 and 5 Savile Road) with the following additional comments; and re-iterating comments made previously:

- Design is out of character with surroundings
- Proposed rear garden for flats too small to serve the development

Access Officer

3.6 No objections to the original consultation.

3.7 In response to consultation on the amended drawings, the Officer requested the provision of one accessible parking bay, and some minor alterations to the internal layouts. These points have now been addressed.

Arboricultural Officer

3.8 The proposed siting of the vehicular access would require the removal of an existing street tree situated on the pavement in front of the existing bungalow. Without mitigation such tree loss would be unacceptable.

3.9 The Officer has therefore agreed that such tree removal could take place provided that a Section 106 contribution is secured towards replacement planting. The applicant has agreed to a Section 106 contribution of £6,532.55 which would be utilised to remove the existing tree and plant 3 replacement trees on Savile Road plus an allowance for the cost of initial maintenance. Subject to such an agreement being in place the Arboricultural Officer has no objection to the proposed development.

Environmental Health Officer

3.10 No objections subject to the imposition of conditions to control construction hours, measures to minimise noise, dust and vibration associated with demolition and construction, and lighting levels for the completed development.

3.11 These comments have not changed following the re-consultation.

Transport Development Management Officer

3.12 In response to the consultation on the initial submission, that proposed the vehicular access in the north-west corner of the site adjacent to a high wall, the officer raised objections on the grounds of highway and pedestrian safety because sightlines would be restricted.
3.13 In order to address these objections the applicant submitted the amended drawings that re-position the vehicular access to the centre of the site.

3.14 The mouth of the driveway would be 4.5m where it joins Saville Road, sufficient to enable cars to pass clear of the highway, this would narrow to single width through the undercroft and widen again within the rear garden providing access to the car parking spaces.

3.15 In response to consultation on the amended scheme the Officer has confirmed that he has no objections because the revised layout provides an unrestricted sightline between the driveway and the pavement, and an acceptable sightline between motorists leaving the site and the carriageway of Savile Road.

Waste and Recycling Policy Manager

3.16 No objections - the location of the bin storage area is acceptable.

3.17 The amended scheme results in the bin storage being re-located to an enclosure within the rear garden. The Officer has raised no objections to this change.

4. Local Finance Considerations

4.1 The proposed development would be liable for the Mayoral Community Infrastructure Levy (CIL) at a rate of £20 per square metre (index linked from 2012) and the Borough CIL at a rate of £10 per square metre index linked from 2015 resulting in contributions of £7,618 and £3,331 respectively.

5. Equalities

5.1 The Equality Act 2010 requires the Council to advance equality of opportunity in the exercise of its functions. In this respect, the scheme has been designed such that all the units comply with the Building Regulations Part M4(2) ‘Accessible and adaptable dwellings’ standard, enabling easier access for people with disabilities or impaired mobility.

6. Analysis

Principle of Development

6.1 The principle of redeveloping the bungalow plot to provide a more intensive residential development is considered acceptable and would be in accordance with the objectives of policy 3.4 (Optimising housing potential) of the London Plan.

6.2 The existing bungalow has two bedrooms only (as confirmed by a site inspection by the planning case officer) and the proposed development would not therefore result in the loss of family sized dwelling and there would consequently be no conflict with policy BC4 of the Borough Wide Development Policies Development Plan Document.

6.3 Policy BP4 of the Borough Wide Policies Development Plan Document, that seeks to restrict the proportion of flat or HMO conversions in any street to 10% (as raised
by an objector) is not considered relevant to this scheme because the development is not a conversion, it involves the complete redevelopment of the site.

6.4 This addresses the concern raised by an objector in relation to that issue.

Design

6.5 The contemporary design comprises a three storey element adjacent to the adjoining service garage, and a two storey element adjacent to the neighbouring two storey house, 3 Saville Road; each element having a mono pitch roof facing towards its neighbour to north and south respectively. The front elevation also has a small projecting middle bay of windows with first and second floor projecting balconies that provides a strong vertical feature.

6.6 The ground level of the building makes provision for vehicular access to the rear garden via an undercroft (‘coach-house’) access which is oversailed by the first and second storeys of the building.

6.7 The proposed design, scale and siting is considered acceptable. The two storey element would be set in from the site boundary by 1.2m (the neighbouring property is on the boundary thereby leaving a gap between buildings of 1.2m) and would have an eaves height similar to that of 3 Saville Road, but a lower roof height due to the proposed roof having a shallow pitch. The three storey element of the building would not be significantly taller in comparison with the ridge height of the adjacent semi-detached dwellings. This element would be adjacent to the adjoining garage site and more specifically adjacent to a workshop/industrial building within the site on this boundary that has a height that is approximately equivalent to that of the eaves of a two storey house.

6.8 The site is at the north end of Saville Road, which is a street that is varied in terms of the design and character of buildings and is close to the junction with the commercial High Road. In this context the design, which results in a change in character and scale relative to the remainder of the street that is a mixture of two storey houses and bungalows, is considered appropriate.

6.9 The application does not specify building materials, and this would be the subject of a condition application. However, it is considered that brick is likely to provide a suitable external finish that would relate well to surrounding development.

6.10 The scheme requires vehicular and pedestrian gates in the interests of security to prevent intruders gaining access to the rear of the site. Such measures can be secured via condition.

Amenity

6.11 The impact of the proposed development upon the residential amenities of neighbouring occupiers is considered acceptable for the reasons set out below.

6.12 In relation to 3 Saville Road the proposed upper floors should not project to the rear of a 45 degree angle drawn from the nearest corner of this adjacent dwelling. The proposal is thereby in accordance with guidance contained within the Residential Extensions and Alterations Supplementary Planning Document that is designed to
protect the amenities of neighbouring occupiers in relation to maintaining adequate daylighting to neighbouring dwellings and preventing an overbearing appearance.

6.13 Windows within the south elevation (facing towards 3 Saville Road) would be obscure glazed, serving bathrooms.

6.14 An existing first floor window within the north elevation of 3 Saville Road would be impacted by the proposed development. However, this is a small non-habitable room and relies entirely for light coming from the application property. It is not therefore considered necessary or reasonable to seek to protect the outlook/lighting for this window.

6.15 The proposed rear facing balconies would be set off the boundary with 3 Saville Road by 6.4m and would be screened to their south elevation, thereby preventing any immediate overlooking of this garden.

6.16 The proposed building would be 35m from 54 Salcombe Drive and located to its north-west and given this distance there would not be a harmful impact in relation to its amenities.

6.17 The provision of parking to the rear has the potential to cause disturbance and a reduced quality of outlook to neighbouring occupiers. However, given that the parking spaces would be 24m from the house at 3 Saville Road and approximately 16m from the house at 54 Salcombe Drive (at the closest points), and the parking is set off from the boundary with No. 3 Savile Road, this relationship is, on balance, considered acceptable.

6.18 The proposed landscaping scheme can be utilised in part to help to screen the parking spaces.

6.19 Turning to the amenities of future occupiers each unit would have access to a private external amenity space in accordance with the standards set out within the London Plan Housing Supplementary Planning Guidance (SPG) in the form of a balcony, terrace, or rear garden.

6.20 In addition a communal rear garden for the use of residents with an area of 107m² would be provided.

6.21 Internally all units have been designed to Building Regulations M4(2) accessibility standards in accordance with policy 3.8 of the London Plan, and also achieve the Gross Internal Areas, storage spaces, bedroom sizes and dimensions required by London Plan policy 3.5 and the ‘nationally described space standard’.

Transport

6.22 The site has a Public Transport Accessibility Level (PTAL) of 2 out of 6, where 6 is excellent.

6.23 A condition can be imposed to secure the provision of covered cycle parking facilities within the rear garden.
6.24 Five car parking spaces would be provided for the 6 flats, this is considered acceptable and would be in accordance with the parking standards set out within the London Plan which states that parking provision for 1 and 2 bedroom units should be less than 1 space per unit.

6.25 Whilst it is possible that the development could generate some overspill on street parking, it is not considered that this would be on a scale that would cause harm to the amenities of neighbours, or harm to highway safety. The National Planning Policy Framework states that developments should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. It is not considered that this would be the case in this instance.

Environmental Sustainability

6.26 The site is in Flood Zone 1 and therefore in an area of low flood risk consequently a flood risk assessment is not required. Nevertheless, a sustainable drainage system for the development should be secured that is designed to minimise surface water run-off in accordance with policy 5.13 of the London Plan. A condition can be imposed to secure this as proposed above.

6.27 As a minor development there is no planning policy target in relation to renewable energy and carbon reduction targets.

Conclusion

6.28 The proposed development is considered acceptable in design terms and would provide a good standard of amenity for future occupiers. It is not considered that the proposed development would have an unacceptable impact on the amenities of existing neighbouring occupiers.

6.29 Suitable access and car parking would be provided and the resulting street tree loss can be mitigated through the proposed Section 106 agreement. Additional landscaping will also be secured within the site through the proposed soft landscaping condition.

6.30 The scheme would optimise the potential of the site and provide a net gain of 5 residential units that will contribute to housing supply.

Background Papers

- Planning Application File: [http://paplan.lbbd.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=OP9YUKBLKLO00](http://paplan.lbbd.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=OP9YUKBLKLO00)

- Local Plan Policy
  
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Policy BR11  Walking and Cycling
Policy BC7   Crime Prevention
Policy BP5   External Amenity Space
Policy BP8   Protecting Residential Amenity
Policy BP11  Urban Design

- **London Plan Policy**
  
  Policy 3.4  Optimising housing potential
  Policy 3.5  Quality and design of housing developments
  Policy 3.8  Housing choice
  Policy 6.9  Cycling
  Policy 6.13 Parking
  Policy 7.3  Designing out crime
  Policy 7.6  Architecture
  Policy 8.3  Community infrastructure levy

- **National Policy**
  
  National Planning Policy Framework
  National Planning Practice Guidance