The application is recommended for approval with five or more objections from local residents.

Address: 37 Gordon Road, Chadwell Heath, RM6 7DD

Development: Demolition of bungalow and erection of two storey building comprising two 1 bedroom and two studio flats.

Applicant: VNM Property

Contact Officer: Simon Bullock
Title: Principal Development Management Officer
Contact Details: Tel: 020 8227 3803 E-mail: simon.bullock@befirst.london

Summary:

The proposed demolition of an existing bungalow and erection of a two storey block of 4 flats would optimise the use of this site for residential purposes in accordance with the development plan.

The existing building does not contribute positively to the appearance of the street scene, and the proposed development is considered to be well designed and appropriate to its context in terms of scale and massing.

The proposed dwellings would provide an acceptable standard of accommodation for future occupiers and are designed to meet the accessibility, internal space and external amenity space standards set out within the development plan. The scheme would not cause harm to the amenities of neighbouring occupiers.

Three off street parking spaces are proposed within the rear garden to serve the development. The proposed level of parking provision is considered acceptable.

Recommendation:

That the Planning Committee grant planning permission subject to the following conditions:

1 Time Limit

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 Approved Drawings

The development hereby permitted shall be carried out in accordance with the following approved plans: FOZ-200C; FOZ201D; FOZ250C

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

3 Details of External Materials

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 Details of Landscaping

No above ground development shall take place until a scheme of hard and soft landscaping for the development (that shall if feasible provide a replacement hedgerow), including details of materials, species and a planting schedule and details of refuse storage, has been submitted to and approved by the Local Planning Authority in writing. The approved hard landscaping shall be carried out prior to the occupation of the development and thereafter permanently retained. The approved soft landscaping 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 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 ensure the development is satisfactorily landscaped in order to improve the visual appearance of the area and in accordance with policies BR3 and BP11 of the Borough Wide Policies Development Plan Document.

5 Details of Boundary Treatment

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 details shall be designed to provide a secure boundary to the site, to provide a private terrace to serve each of the ground floor flats, and to enhance the privacy of the kitchen/living rooms of the ground floor flats. 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.
6 Accessible Housing

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) with the exception that the entrance to Flats 3 and 4 will be accessed via a staircase. 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.

7 Tree Planting

No development above ground level shall take place until a scheme of tree planting (providing a minimum of 3 trees) for the site has been submitted to and approved in writing by the local planning authority. The scheme shall be designed to promote bio-diversity, and details shall be provided of the species, maturity, planting schedule, soil depth and quality, and maintenance schedule. The scheme shall be implemented in accordance with the approved details and shall be carried out in the first planting season following the occupation or the completion of the development, whichever is the sooner. Any trees 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 order to comply with Section 197 of the Town and Country Planning Act 1990 and policy BR3 of the Borough Wide Development Policies Development Plan Document.

8 Construction Method Statement

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. measures to control the emission of noise, dust and dirt during construction that shall 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)
vi. a scheme for recycling/disposing of waste resulting from demolition and construction works.

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.

9 Hours of Construction

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.

10 Car Parking

The car parking area indicated on drawing No. FOZ-200C 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 Water Efficiency

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: In order to conserve water and to reduce the demand on the mains drainage system and in accordance with policy BR4 of the Borough Wide Development Policies Development Plan Document and policy 5.15 of the London Plan.

12 Cycle Storage

The approved development shall provide secure covered cycle storage facilities for the use of residents in accordance with a scheme that shall have been previously submitted to and approved in writing by the Local Planning Authority. The approved cycle storage facilities shall be installed prior to occupation of the development and shall thereafter be maintained.

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.
1. Introduction and Description of Development

1.1 37 Gordon Road is a two-bedroom bungalow situated at the junction of Gordon Road and Whalebone Grove. The proposal is to demolish the building and erect a two-storey building comprising 2 one bedroom flats, and 2 studio flats fronting Whalebone Grove, with 3 car parking spaces to the rear accessed from Gordon Road.

2. Background

2.1 Planning permission was refused in 2016 by Members of the Development Control Board for the demolition of the bungalow and the erection of three houses on the grounds of inadequate parking (no off-street parking was provided) and this decision was upheld at appeal.

3. Consultations

Adjoining occupiers

3.1 Consultation letters were sent to 19 neighbouring residents. In response 6 letters of objection were received from neighbouring occupiers in Gordon Road and Whalebone Grove. The objections are on the following grounds:

- Inadequate parking provision for the proposed development
- Flats out of character with the area
- Loss of garden space and openness
- Poor design
- Disturbance during construction
- Cramped appearance and loss of openness to street scene

Access Officer

3.2 No objections.

Environmental Health

3.3 No objections.

Transport Development Management

3.4 No objections.

Waste and Recycling Policy Manager

3.5 Development requires provision for 8 wheelie bins preferably stored on the street frontage.

*Planning Officer note: the applicant has submitted an amendment to address this point.*
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 and would result in CIL contributions of £3,144.04 and £1,374.75 respectively.

5. Equalities

5.1 The Equality Act 2010 requires the Council to advance equality of opportunity in the exercise of its functions.

5.2 In this respect the scheme makes provision for the needs of disabled and elderly persons by securing accessible and adaptable dwellings.

6. Analysis

Principle of the development

6.1 The proposed redevelopment of the site for residential purposes, resulting in a net gain of three dwellings, is acceptable in principle.

Design

6.2 The proposed Edwardian style design with large gable roofed two storey front bay windows is considered acceptable and complementary to the surrounding development. The surrounding streets comprise a variety of mainly two storey houses with some bungalows, including short terraces, semi-detached and detached dwellings of a variety of styles and eras.

6.3 It is proposed that the two storey building with pitched roof would utilise brick as a facing material to the ground floor, render to upper floor elevations, and clay tiles for the roof.

6.4 The side elevations would have gable end walls, with the east elevation having a first floor window facing onto Gordon Road.

6.5 The side elevation of the terrace would abut the back edge of the pavement of Gordon Road, and by comparison the existing bungalow is set back by 3.2m. Whilst this would make the development more prominent in the street scene, in the context of this part of Chadwell Heath, it is considered acceptable, as it is a typical form of development. The house on the diagonally opposite corner of the Gordon Road/Whalebone Grove cross-road also has a side elevation abutting the pavement of Gordon Road.

6.6 The existing bungalow has a mature, if somewhat unkempt, hedgerow on its Whalebone Grove frontage that would have to be removed to facilitate the development. The proposed plan includes a rear communal garden, and this would be the subject of a landscaping condition to ensure a good standard of amenity for future occupiers, and to contribute to the street scene of Gordon Road. area.

6.7 A parking court for 3 cars would be provided within the rear garden of the development, accessed from Gordon Road. Whilst this is not considered ideal in
terms of the appearance of the street scene it is judged acceptable subject to good quality hard surface materials and soft landscaping, and appropriate boundary treatment to maintain adequate privacy and security to the rear of the adjacent flats, such details to be secured by condition.

6.8 Having regard to the above considerations the proposed design of the scheme is considered acceptable and in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

Amenity

6.9 The proposed flats would each meet the minimum floor spaces, dimensions, and storage space provision required by policy 3.5 of the London Plan and the nationally described space standard. The flats are also designed to achieve accessible standard M4(2) of the Building Regulations in accordance with policy 3.8 of the London Plan.

6.10 The rear communal garden would have an area of 82m² in accordance with the requirements of policy BP6 of the Borough Wide Development Policies Development Plan Document.

6.11 The ground floor units each have the potential for a private terrace to the rear which can be secured by condition. The occupiers of the upper floor flats would not benefit from individual private amenity space as required by the London Plan Housing SPG. However, given the design and privacy issues that would be associated with creating first floor balconies for the proposed development the lack of such provision is considered acceptable in this instance.

6.12 The residents would nevertheless have access to a communal garden at the rear, albeit that, to access the garden from the first floor residents would have to leave the front entrance and walk around the side of the building onto Gordon Road.

6.13 The neighbouring house at 40 Whalebone Grove is detached and has a first floor side window facing towards the application site within its east elevation. Currently this window faces onto the gable end wall of the bungalow which is on the site boundary at a distance of 2.8m. The proposed development would result in a two storey gable end wall on this boundary and this additional height and bulk would result in some reduction in daylight reaching the affected window. However, the gap between the two buildings would continue to allow the passage of direct sunlight to this window from the south-east.

6.14 It is noted that the house at 40 Whalebone Grove also has a similarly positioned, albeit smaller, window on its west elevation, with a similar sized gap between it and the adjacent house to the west, which is a two storey end of terrace house.

6.15 Whilst it is accepted that the development would cause some impact on this window it is not considered that his would be severe, and where a building takes its light over the side boundary of a neighbouring property it is generally not considered reasonable that this should prevent development on the adjoining site. In the
circumstances outlined above the impact on residential amenity is considered acceptable.

6.16 With reference to the neighbour’s concern about the impact of construction work, some disturbance is unavoidable as a result of development. However, this can be controlled through appropriate construction management conditions.

Transport

6.17 The existing site has a dropped kerb to the rear of the bungalow on Gordon Road. This is in the correct location to serve the proposed car parking spaces.

6.18 The proposed development of 4 dwellings, a net gain of 3, would provide 3 off street parking spaces. The site and surroundings are not in a controlled parking zone. The level of parking provision is considered adequate to serve the proposed development particularly given the small size of the proposed units. The parking to dwellings ratio at less than one for one is in accordance with London Plan policy and there is no objection from the Transport Development Management Team. In the circumstances the proposed level of parking provision is considered acceptable.

6.19 The National Planning Policy Framework states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. It is not considered that the development would cause a severe impact on parking and transport in the vicinity of the site.

6.20 For the above reasons the proposed development is considered acceptable in respect of parking and transport considerations.

Environmental Sustainability

6.21 The proposed rear gardens have the potential to contribute to bio-diversity as does the existing garden of the bungalow. A condition can be imposed requiring tree planting in connection with the proposed development in accordance with policy BR3 of the Borough Wide Development Policies Development Plan Document.

Background Papers

- Planning Application File: http://paplan.lbbd.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=P8EMHPBLLBE00
- Local Plan Policy
  - Policy BR3  Greening the Urban Environment
  - Policy BR4  Water Resource Management
  - Policy BR9  Parking
  - Policy BR10 Sustainable Transport
  - 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 5.15  Water use and supplies
  - Policy 6.13  Parking

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