<table>
<thead>
<tr>
<th><strong>Application No:</strong></th>
<th>18/00770/FUL</th>
<th><strong>Ward:</strong> Eastbury</th>
</tr>
</thead>
</table>

**Reason for Referral to DCB as set out in Part 2, Chapter 9 of the Council Constitution:**

9 letters have been received objecting to the proposed development and the application is recommended for approval.

**Address:**

Mellish Close Garages, Mellish Close, Barking

**Development:**

Demolition of existing garages and erection of a part single/part 3 storey block of 1 one bedroom, 2 two bedroom and 3 three-bedroom flats, and associated parking and landscaping.

**Applicant:**

London Borough of Barking and Dagenham

**Summary:**

The application site comprises 0.1 hectare of land to the west of Mellish Close, Barking. The site is bound to the north by Blake Avenue and to the east by Mellish Close. The surrounding residential estate is typically characterised by two storey terraced and semi-detached dwellings. The site is bound immediately to the south by a railway line, providing services to London Overground and C2C train lines.

The application relates to the demolition of the existing garages and erection of a part single/part 3 storey block comprising of 1 one bedroom, 2 two bedroom and 3 three-bedroom flats, and associated parking and landscaping. The proposed development will consist of a prefabricated modular housing design with all 6 flats intended for social rent. The immediate locality is predominantly residential with nearby Blake Avenue comprising of two-storey terraced and semi-detached dwellings and Mellish Close comprising of short terraces of 2 storey dwellings. It is considered that the provision of a 3-storey building would not be detrimental to the residential character of the surrounding area. The redevelopment of the site for residential purposes, particularly for much needed social rented accommodation, is considered acceptable.

The development will use prefabricated modular units assembled to form a part single storey/part 3 storey block. The siting and design of the proposed block would ensure that there will be no unacceptable loss of outlook, privacy or sunlight/daylight for neighbouring occupiers.

Each of the flats accords with the Technical Housing Standards and would provide a good standard of internal amenity. All of the flats have access to a private balcony or garden in accordance with the Mayor’s standards. Residents would also have access to a small communal amenity area. The proposed level of amenity space is considered to be acceptable given the constraints of the site.

The development will provide 6 car parking spaces, 1 of which will be an accessible space, 7 cycle parking spaces and 2 electric vehicle charging points. The site has a PTAL (Public Transport Accessibility Level) of 1b which is low.
The Council’s Transport Development Management Team has raised no objections and considers the proposed development to be acceptable with no adverse highway safety implications.

**Recommendation:**

That the Planning Committee grant 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:


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 Soft Landscaping**

No development above ground level shall take place until there has been submitted to and approved 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 Soft Landscaping Implementation

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 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 Hard Landscaping Details

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 has been submitted to and approved by the Local Planning Authority in writing. 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 and to provide safe movement throughout the site in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

7 Details of Boundary Treatment

No development above ground level shall commence 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 property shall 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 Electric Vehicle Charging Points

Electric charging points shall be provided for 2 of the car parking spaces shown on drawing No. BRK1-AST-MC-GF-DR-A-0200 P01. The spaces shall be constructed and marked out and the charging points installed 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 encourage the use of electric cars in order to reduce carbon emissions, and in accordance with policy BR10 of the Borough Wide Development Policies Development Plan Document and policy 6.13 of the London Plan.

9 Accessible Parking Bays
The accessible parking bay indicated on drawing No. BRK1-AST-MC-GF-DR-A-0200 P01 shall be clearly marked with a British Standard disabled symbol and permanently retained for the use of disabled persons and their vehicles and for no other purpose.


10 Cycle Parking Details

The approved development shall make provision for cycle parking in accordance with a scheme that shall have been previously submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the occupation of the development and thereafter retained permanently for the accommodation of bicycles of occupiers and visitors to the premises and not used for any other purpose.

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 Privacy Screen Details

Details of privacy screens to the balconies which shall be a minimum height of 1.7 metres shall be submitted to and approved in writing by the Local Planning Authority. The approved screens shall be installed prior to the occupation of the development and permanently retained.

Reason: To protect the residential amenities of neighbouring occupiers in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

12 Accessible Housing M4(2)

The dwellings hereby permitted shall comply with the requirements of Building Regulation M4(2) ‘accessible and adaptable dwellings’. 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 the dwellings are accessible and adaptable in accordance with policy 3.8 of the London Plan 2016.

13 Accessible Housing M4(3)

One ground floor dwelling shall be constructed 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 London Plan.

14 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: To minimise the use of mains water in accordance with policy 5.15 of the London Plan.

**15 Acoustic Protection Details**

No development above ground level shall commence until full details of a scheme of acoustic protection of habitable rooms against transport noise has been submitted to and approved in writing by the Local Planning Authority. The scheme of acoustic protection shall be sufficient to secure internal noise levels no greater than 35 dB LAeq in living rooms and bedrooms (07.00 hrs to 23.00 hrs) with windows closed; and 30 dB LAeq in bedrooms (23.00 hrs to 07.00 hrs) with windows closed. Additionally, where the internal noise levels will exceed 40 dB LAeq in living rooms and bedrooms (07.00 hrs to 23.00 hrs) or 35dB LAeq in bedrooms (23.00 hrs to 07.00 hrs) with windows open the scheme of acoustic protection shall incorporate a ventilator system which is commensurate with the performance specification set out in Schedule 1 (paragraphs 6 and 7) of The Noise Insulation Regulations 1975 (as amended). The approved scheme shall be fully implemented before the first occupation of the dwelling to which it relates and shall be maintained at all times thereafter.

Reason: To maintain reasonable levels of protection for the occupiers of the development from external noise and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

**16 Construction Hours**

Demolition and construction work and associated activities, other than internal works not audible outside the site boundary, are only to be carried out between the hours of 08.00 and 18.00 Monday to Friday and 08.00 and 13.00 Saturday, with no work on Sundays or public 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.

**17 Codes of Practice**

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: 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.
18 Site Characterisation

An investigation and risk assessment, in addition to any assessment provided with the planning application, must be 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:

a. a survey of the extent, scale and nature of contamination;
b. an assessment of the potential risks to:
   i. human health,
   ii. property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
   iii. adjoining land,
   iv. groundwaters and surface waters,
   v. ecological systems,
   vi. archaeological sites and ancient monuments;
c. an appraisal of remedial options, and proposal of the preferred option(s).
d. This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

19 Remediation Scheme

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 must be prepared and is subject to the approval in writing of the Local Planning Authority. 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.

20 Remediation Scheme Implementation

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.

21 Reporting Contamination

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 18 and where remediation is necessary a
remediation scheme must be prepared in accordance with the requirements of condition 19 which is subject to the approval in writing of the Local Planning Authority.

Reason for Conditions 18 to 21: Contamination must be identified prior to commencement of development, excluding demolition of above ground structures, 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.

22 External Lighting

The lighting of the development hereby permitted 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, p25 of the guide, relating to Environmental Zone E3 - Medium district brightness areas - small town centre or urban locations.

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.

23 Construction Management Plan

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;
   g. 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.
   h. a scheme for recycling/disposing of waste resulting from demolition and construction works;
   i. the use of efficient construction materials;
   j. 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 affected persons who have any problems or questions related to the ongoing
development.

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.

24 Highspeed1 (HS1) - Foundation Design

Prior to the start of construction, details of the design of the foundations and other works proposed below existing ground level shall be submitted to and approved in writing by the Local Planning Authority in consultation with Highspeed1 (HS1). Construction activity shall then be carried out in compliance with the approved details unless previously agreed in writing by the Local Planning Authority in consultation with HS1.

Reason: Details are required prior to the commencement of development in order to reduce the impact of ground works in proximity to HS1, and to ensure that loads on, and settlement of, HS1 tunnels, structures, track and other infrastructure do not prejudice the safety or operation of HS1.

25 Site Investigations near to High Speed1 (HS1)

Prior to the start of site investigations involving a borehole or trial pit deeper than one metre, details of the location and depth of site investigations including a method statement shall be submitted to and approved in writing by the Local Planning Authority in consultation with Highspeed1 (HS1). This activity shall then be carried out only in compliance with the approved details unless previously agreed in writing by the Local Planning Authority in consultation with HS1.

Reason: Details are required prior to the commencement of development in order that the borehole or trial pit is at an acceptable vertical and horizontal distance from the tunnel such that it does not compromise the integrity, safety or operation of HS1.

26 Highspeed1 (HS1) - Excavations

Prior to the start of construction activity, engineering details of the size, depth and proximity to HighSpeed1 (HS1) of any excavations shall be submitted to and approved in writing by the Local Planning Authority in consultation with HS1. Excavations shall then be carried out in accordance with the approved details unless the Local Planning Authority in consultation with HS1 has previously agreed in writing to any change.

Reason: Details are required prior to the commencement of development in order to ensure that the stability HS1 tunnels, structures, track and other infrastructure is not prejudiced.

27 Highspeed1 (HS1) - Imposed Loads

Prior to the start of construction, details of the size, loading and proximity to HighSpeed1 (HS1) of additional ground loads such as stockpiles shall be submitted to and approved in writing by the Local Planning Authority in consultation with HS1. Works shall be carried out in conformity with the approved details unless the Local Planning Authority in consultation with HS1 has previously agreed in writing to any change.

Reason: Details are required prior to the commencement of development in order to ensure that the stability of HS1 tunnels, structures, track and other infrastructure is not
28 Highspeed1 (HS1) - Vibration

Prior to the start of construction, details of the plant and equipment proposed which are likely to give rise to vibration (such as pile driving, demolition and vibro-compaction of the ground) together with predicted vibration levels, shall be submitted to and approved in writing by the Local Planning Authority in consultation with Highspeed1 (HS1). Activities likely to cause vibration in the vicinity of HS1 infrastructure such that a peak particle velocity (PPV) of 5mm/s may be exceeded at the railway boundary will be subject to agreement in advance.

Reason: Details are required prior to the commencement of development in order to ensure that vibration does not prejudice safety, operation and structural integrity of HS1.

<table>
<thead>
<tr>
<th>Contact Officer</th>
<th>Title:</th>
<th>Contact Details:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ian Drew</td>
<td>Urban Design Officer</td>
<td>Tel: 020 8227 3067 E-mail: <a href="mailto:Ian.Drew@befirst.london">Ian.Drew@befirst.london</a></td>
</tr>
</tbody>
</table>

1. Introduction and Description of Development

1.1 The application site comprises 0.1ha of land to the west of Mellish Close, Barking. The site is bound to the north by Blake Avenue and to the east by Mellish Close. The surrounding residential estate is typically characterised by two storey terraced and semi-detached dwellings. The site is bound immediately to the south by a railway line, providing services to London Overground and C2C train lines.

1.2 The site currently accommodates 26 garages and an area of area of hardstanding bound by a metal fence with a gated access. It is understood that these garages are no longer in use with most being vacant or being used for storage purposes.

1.3 The application relates to the demolition of the existing garages and erection of a part single/part 3 storey block comprising of 1 one bedroom, 2 two bedroom and 3 three-bedroom flats, and associated parking and landscaping. The proposed development will consist of a prefabricated modular housing design with all 6 flats intended for social rent.

2. Background

2.1 No planning history

3. Consultations

3.1 44 neighbouring occupiers were consulted, 2 site notices were displayed. 9 responses were received objecting to the proposal on the following grounds:

- Loss of daylight/sunlight to neighbouring gardens
- Overbearing impact on neighbouring properties
- Appearance is out of character with the surrounding area
- Overlooking from windows and balconies into neighbouring gardens
Officer Note: The above matters are addressed in the main body of this report.

Following the receipt of revised plans (the originally submitted scheme proposed 8 flats), 44 neighbouring occupiers were re-consulted on 21 November 2018. The consultation period expires on 5 December 2018 and Members will be updated at Planning Committee as to whether any responses have been received to the re-consultation process.

3.2 Environmental Health Officer

The environmental protection issues raised by this application are noise and vibration, air quality, construction phase impacts and land contamination.

Noise
To reduce external noise to the flats, some form of acoustically treated mechanical ventilation will be required. To safeguard the situation, I recommend that any permission that might be granted be subject to a noise mitigation condition. I also recommend the imposition of conditions to limit the times when noisy construction work may be carried out and to require the use of best practice in minimising construction phase noise emissions.

Vibration
I concur with the methodological approach and assessment criteria and am satisfied that the measured vibration levels are below the relevant lowest observable effect level and so there is no requirement for the mitigation of ground borne vibration in this case.

Air Quality
The report addresses local air quality as it affects the development and the impact of the operational phase of the development on local air quality. The report also considers construction phase dust impact. Because the development comprises less than 10 dwellings there is no need for the preparation of an air quality neutral assessment.

Overall, I concur with the consultant’s conclusions that:

- When tested against relevant policy and technical guidance, operational phase emissions will have a negligible air quality impact on existing and new sensitive receptors.
- Exposure of new residents to relevant pollutants (NO2, PM10 and PM2.5) is predicted to be below the relevant annual mean objectives and target levels.
- Site specific mitigation will need to be implemented to ensure dust effects from construction phase activities are not significant.

Therefore, I do not wish to object to the application in relation to air quality considerations but recommend that any permission is subject to a condition to require the implementation of best practice regarding the management of construction phase dust emissions.
Land Contamination
I have reviewed the submitted Preliminary Risk Assessment report and concur with the conclusion that a Phase 2 intrusive investigation will be required. I therefore recommend that any permission that might be granted be subject to the standard land contamination conditions.

*Officer Note:* The above matters are the subject of conditions regarding the acoustic protection of dwellings (condition 15), control of construction activities (conditions 16, 17 and 23) and land contamination (conditions 18-21).

3.3 Transport Development Management Team

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

We find the parking arrangement workable. However, the north eastern car parking space has a restricted sight line because of the boundary fence so the boundary treatment at this location should be detailed to provide adequate visibility. Since there is no segregated access for pedestrians entering the site, we recommend that the road surface treatment should promote a shared surface use. We are given to understand that these garages are not used anymore. However, the existing carriageway markings suggest that the parking within Mellish Close is in demand. The proposed development is to have a 1:1 parking ratio to protect on-street parking for existing residents. We welcome the provision of cycle spaces and electric vehicle charging points.

We believe there should be no adverse highway implications resulting from this proposal and we have no objections.

*Officer Note:* The above matters will be secured by conditions 6 (hard landscaping), 7 (boundary treatment), 8 (electric vehicle charging points) and 10 (cycle provision).

3.4 London Fire Brigade

The Commissioner will be satisfied with the proposals subject to compliance with Approved Document B of the Building Regulations.

*Officer Note:* This matter will be formally considered as part of the consideration of the corresponding Building Regulations application.

3.5 London Fire Brigade Water Team

It will be necessary to install one new hydrant in accordance with the details supplied by the London Fire Brigade.

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 £12,969.15 and a Council CIL contribution of £5,670.82. It should be noted, however, that subject to an application for CIL social housing relief being submitted and agreed
prior to commencement of the development then the CIL contributions could be reduced to nil.

5. **Equalities Considerations**

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

6. **Analysis**

6.1 **Principle of Development**

6.1.1 At the national level the National Planning Policy Framework (NPPF) states that housing applications should be considered in the context of the presumption in favour of sustainable development. Policy 3.3 of the London Plan emphasises that there is a pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford. At the local level Policy CM2 of the Core Strategy supports the principle of increasing housing supply within the Borough.

6.1.2 The site has been allocated as a Minor Housing Site within the Council’s Site Specific Allocations Development Plan Document of the Local Development Framework where the Council considered the site to have potential to provide new housing.

6.1.3 The immediate locality is predominantly residential with nearby Blake Avenue comprising of two storey terraced and semi-detached dwellings and Mellish Close comprising of short terraces of 2 storey dwellings. It is considered that the provision of a 3-storey building would be in keeping with the residential character of the surrounding area subject to not appearing overbearing and having an acceptable impact on residential amenity.

6.1.4 Therefore the redevelopment of the site for residential purposes is acceptable in principle and would contribute to the Borough’s supply of residential accommodation as required by Policy CM2 provided that the development does not materially conflict with other relevant policies within the Local Plan.

6.2 **Design and Layout**

6.2.1 At the national level the NPPF emphasises the importance of design in the built environment and stipulates that in determining planning applications, permission should be refused for development of obviously poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

6.2.2 At the local level Policy CP3 of the Core Strategy and Policy BP11 of the Borough Wide Development Policies DPD emphasise that all development proposals will be expected to achieve high quality standards in relation to the design and layout of new buildings and spaces.

6.2.3 The development will comprise 1 one bedroom, 2 two bedroom and 3 three
bedroom flats constructed using prefabricated modular units assembled to form a part single storey/part 3 storey block.

6.2.4 The proposed block will measure a width of 36.7 metres, with a maximum depth of 11.85 metres and a maximum height of 10.4 metres.

6.2.5 The building will be situated to the south of the site. The location of the building will allow adequate access and vehicle circulation space around the site entrance from Mellish Close.

6.2.6 The single storey element of the building will be set in a minimum distance of 5 metres from the eastern site boundary. The 3-storey element will set back 5 metres from the main northern site boundary and 1 metre at its narrowest point where the boundary line angles in towards the building, however, at this point a distance of 20.8 metres separates the proposed development from the closest property in Blake Avenue. A distance of 7.1 metres will be retained between the proposed development and the western site boundary. The linear building arrangement aligns with the railway to the south with a 1.5 metre buffer zone.

On the original plans submitted the proposed building was situated within 1 metre of the ‘main’ northern boundary at its narrowest point. Whilst it is noted that the new layout moves the building closer to the eastern site boundary, given that this end of the building is single storey the siting is considered acceptable.

6.2.7 It is acknowledged that there is a potential for the proposed balconies on the eastern and western elevations to overlook the private amenity areas of properties in nearby Blake Avenue and Mellish Close. A minimum distance of 11 metres will be retained between the corner of the closest balcony to the eastern site boundary. A minimum distance of 5 metres will be retained between the corner of the closest balcony to the western site boundary, and a distance of 2 metres will be retained between the edge of the balcony and the northern site boundary. However, the orientation of properties in nearby Blake Avenue would reduce the extent to which rear gardens would be overlooked and the balconies would be at least 21 metres away from the nearest house.

6.2.8 It is considered that in order to avoid direct overlooking of adjacent properties, particularly in Mellish Close, it will be necessary to ensure that the balconies include 1.7 metre high side screens and this would be secured by condition.

6.2.9 Following the submission of amended drawings all windows on the northern elevation have been removed in order to avoid overlooking of private amenity areas belonging to neighbouring properties in Blake Avenue. 2 small windows will be inserted on the eastern elevation at first and second floor level and 6 small windows inserted on the western elevation serving communal hallways in addition to glazed access to each balcony. Given the secondary nature of these windows and the distance from the closest neighbouring properties the extent to which rear gardens would be overlooked is not considered to be unacceptable.

6.2.10 In terms of potential overshadowing (loss of daylight and sunlight) on neighbouring properties, whilst it is acknowledged that there would be some degree of overshadowing of neighbouring rear gardens, it is considered that the orientation of properties in Blake Avenue and the length of rear gardens reduces the degree of
overshadowing and the impact on outlook. A minimum distance of 12.7 metres separates the 3-storey element of the proposed development from the eastern site boundary shared with the rear gardens of properties in Mellish Close. This distance reduces the degree of overshadowing and is considered acceptable. Overall it is considered that the bulk, scale, massing and height of the proposed block is acceptable in this location and that the proposed development achieves an appropriate relationship with neighbouring buildings.

6.2.11 In terms of appearance the steel frame modules which connect together to form the part single storey/part 3 storey building will be wrapped in a brick skin in order to respect the traditional materiality of the surrounding properties. A contemporary grey brick finish is proposed.

6.2.12 In terms of impact on the amenity of neighbouring occupiers from construction works it should be noted that the modular design enables the units to be constructed in factories off-site with only the assembly process taking place on-site, thereby significantly reducing the noise, dust and disturbance associated with traditional building methods. Furthermore, in addition to a more efficient on-site construction process the modular units are designed to touch the ground lightly with pad foundations and therefore do not require the drilling of deep pile foundations.

6.3 Internal Design

6.3.1 In accordance with the Technical housing standards – nationally described space standard for single storey dwellings; 1 bedroom, 2-person dwellings require a minimum gross internal floor area of 50sqm, 2-bedroom, 4-person dwellings require a minimum gross internal floor area of 70sqm, 3-bedroom, 4-person dwellings require a minimum gross internal floor area of 74sqm, and 3-bedroom 6-person dwellings require a gross internal floor area of 95sqm.

6.3.2 The proposed flats each have gross internal floor areas ranging from 58sqm to 115.5sqm with adequate built-in storage provision. It is therefore considered that the proposed new dwellings would provide sufficient space for daily living.

6.3.3 All flats are dual aspect and would be provided with adequate daylight/sunlight and outlook. The linear arrangement maximises benefit of the south facing aspect, giving improved light and thermal quality through passive solar gains. It is noted that the upper floor flats will enjoy greater benefit in this regard than the ground floor flats given the proximity of the building to the site boundary. Whilst the building will be exposed to noise from passing rail traffic, this will be minimised by suitable acoustic protection measures.

6.3.4 In addition, one 3-bedroom ground floor flat will be fully wheelchair accessible designed to be compliant with M4(3) regulations. All flats have entry from a communal corridor which extends through the building and upper floors will be accessed by a circulation core which includes a stairwell and a lift.

6.4 External Amenity Space

6.4.1 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 this development is provided. In this regard it is normally expected
that a minimum of 20sqm is provided for 1-bedroom flats and 40sqm is provided for 2 bedroom or more flats. This equates to 220sqm of private amenity provision for this development.

6.4.2 The provision of amenity space comprises of private balconies for each of the upper floor units and private gardens for each of the ground floor units accessed via living/kitchen/dining areas, in addition to a communal garden area fronting the site. The total amenity provision provided by this development equates to approximately 176sqm of amenity space including approximately 143sqm of private balconies/gardens.

6.4.3 This falls below the minimum provision required, however, the site comprises of an irregular shaped plot and as such it would be difficult to achieve the required private amenity provision. All of the proposed flats would benefit from a balcony or garden area providing between 9.7sqm and 92sqm of private amenity space in accordance with the Mayor’s ‘Housing’ Supplementary Planning Guidance (SPG) in addition to a communal garden which equates to a further 33sqm of amenity space.

6.4.4 It is considered that suitable measures have been taken to incorporate amenity space wherever possible through a range of means. It is considered that the proposed amenity space provision is satisfactory.

6.5 Parking and Transport

6.5.1 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. Policy BR9 goes on to say that TfL’s cycle parking standards will be used as minimum parking standards for new developments.

6.5.2 Policy 6.13 of the London Plan emphasises the need to achieve an appropriate balance between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. The London Plan advocates maximum car parking standards and advises that for units of 1/2 bedrooms, less than 1 car parking space per unit should be achieved and for 3 bedroom units, 1.5 to 1 car parking spaces per unit should be achieved.

6.5.3 The application site has a Public Transport Accessibility Level (PTAL) rating of 1b which represents a low level of access to public transport links.

6.5.4 The proposal will provide 6 car parking spaces including 1 blue badge space. Two electric charging points are proposed. Secure cycle storage facilities will be provided internally at ground floor level with direct access from outside of the building and internally via the communal hallway. The site as a whole will provide for 7 cycle spaces. This provision is considered to be appropriate and acceptable in this location.

6.5.5 Policy BR10 of the Borough Wide Development Policies DPD requires proposals for new development to assess their impact on the surrounding transport and road network. In respect of vehicular access, the development will utilise an existing access point off Mellish Close which is suitable in size to accommodate refuse and emergency vehicles.
6.5.6 As there is no segregated access for pedestrians entering the site the Council’s Transport Development Management Team has recommended that the scheme incorporates shared surface principles defined through surfacing materials, highways design and landscaping that requires vehicles to proceed with caution. Given that the access road only serves the development site and would be relatively lightly trafficked, the shared surface approach is considered acceptable.

7. **Conclusion**

7.1 The proposed development is considered an appropriate re-use of a former garage site and should provide a decent quality environment for future residents. The principle of residential development at the application site is acceptable and in line with the relevant Local Plan and London Plan policies.

7.1.1 In taking all matters into account it is considered that the proposed development complies with the aims and objectives of the relevant national, regional and local planning policy requirements and is therefore recommended for approval subject to conditions.

**Background Papers**

- Planning Application File [http://paplan.lbbd.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=P85TWJBLGDE00](http://paplan.lbbd.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=P85TWJBLGDE00)

- **Local Plan Policy**

  **Core Strategy (July 2010)**

  Policy CM2 – Managing Housing Growth  
  Policy CM12 – General Principles for Development  
  Policy CR3 – Sustainable Waste Management  
  Policy CP3 – High Quality Built Environment

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

  Policy BC7 – Crime Prevention  
  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 BP8 – Protecting Residential Amenity  
  Policy BP11 – Urban Design

  **The London Plan (2016)**

  Policy 3.3 – Increasing Housing Supply  
  Policy 3.5 – Quality and Design of Housing Developments  
  Policy 3.8 – Housing Choice  
  Policy 6.9 – Cycling  
  Policy 6.10 – Walking  
  Policy 6.13 – Parking
Policy 7.14 – Improving Air Quality
Policy 5.51B – Water Use and Supply

Draft London Plan (consultation draft December 2017)
Draft new London Plan showing Minor Suggested Changes (13 August 2018)

Mayor of London’s Supplementary Planning Guidance:

Housing (March 2016)

National Policy and Guidance

National Planning Policy Framework (July 2018)
Planning Practice Guidance
Technical Housing Standards – Nationally Described Space Standard (March 2015)