The application site comprises a two storey industrial building located south east of the junction of Wantz Road with Oxlow Lane. The site is designated as a Locally Significant Industrial Site in the Local Plan Proposals Map. The site however has been proposed for release as part of the Council's Local Plan Review.

The development proposes to demolish the industrial building and redevelop the site to provide a part 4/part 5 storey building to comprising 63 residential units. The development would be 100% Private Rented Sector (PRS) residential units comprising a mix of 9 x studio flats, 28 x one bedroom flats, 20 x two bedroom flats and 6 x one bedroom maisonettes. The development also proposes 353 square metres of mixed commercial space (A1/B1/D1/A3) together with 39 car parking spaces. The loss of the employment use is considered to be acceptable in principle by Officers.

All the residential units have been designed in accordance with the London Plan minimum space standards. The development includes 6 units which will be easily adaptable for wheelchair users and this is in keeping with the minimum 10% required by the London Plan. There are no family housing (3 bedroom or more units) proposed as part of this development, however this is supported given the site is not generally considered suitable for family housing.

The application does not provide any sub-market housing and has been accompanied by a viability appraisal which has been independently reviewed. The viability appraisal concludes that after a profit of 15% has been taken into account, the proposed development fails to achieve the benchmark land value and is therefore unable to provide.
any sub-market housing. Following a review of the appraisal officers have accepted the findings of the viability appraisal however a commitment has been sought from the developers to ensure that the development is maintained as a PRS scheme for a minimum of 15 years with a requirement that the viability of the development is reviewed on occupation. This would be secured through a Section 106 Agreement.

The development would provide in total 935m² of amenity space comprising a mixture of a communal terrace, private terraces and balconies which have been designed to the standards set out in the Mayor’s Supplementary Planning Guidance (SPG) for Housing. The communal terrace will be located at first floor level and measure 429m² in area.

The scale, form and massing of the proposed building is considered to be acceptable and the design of the development would be attractive and welcoming comprising light and dark coloured grey bricks with complementary coloured window and balcony frames. Visual interest is articulated on the facades of the building through a combination of contrasting coloured bicycle stores on the eastern elevation of the building, window fenestration that provides a vertical emphasis on the building and a mixture of projecting and recessed balconies.

It is not considered that the development would result in any material loss of light, outlook or privacy detrimental to the living standards and amenities enjoyed by neighbouring occupiers.

The site has a PTAL (Public Transport Accessibility Level) of 1b out of 6 where 6 is excellent and therefore has a low PTAL rating. The development would provide 39 car parking spaces equating to a ratio of 0.62 per dwelling. This is considered to be acceptable and in accordance with the London Plan. Included within the car parking provision are four accessible car parking spaces which equates to 10% of the total parking provision and in accordance with London Plan standards. There will be no significant impact on the local highway network as a result of the development.

The proposed development is anticipated to achieve a 38.9% reduction in carbon dioxide emissions beyond Part L of the Building Regulations 2013. The London Plan requires that new residential developments are zero carbon. However if this cannot be achieved then it is acceptable to to provide a 35% reduction in emissions on site with the shortfall off-set through a cash in lieu contribution. The Mayor’s Supplementary Planning Guidance (SPG) for ‘Sustainable Design and Construction’ however, states that the viability of a development should be taken into account when seeking such contributions. In this instance whilst the development will achieve the minimum of 35% reduction in carbon emissions it would not be financially viable to provide a carbon off-set contribution and therefore the energy strategy proposed for this development is accepted by officers.

One letter of objection has been received from the Power House International Ministries who occupy the industrial building forming units 3 & 4 of 280 Oxlow Lane. This building sits immediate adjacent to the application site and to the east. The concerns raised largely relate to the impact that their use will have on new residential occupiers. However the Environmental Health Team considers that the redevelopment of the application site for a proposed residential scheme would not be incompatible with existing neighbouring uses.

Overall the proposal is considered to comply with relevant policies contained in the Local Plan, the London Plan and the National Planning Policy Framework.
Recommendation:

That the Development Control Board grant planning permission subject to a S106 Agreement to secure:

- A commitment that the development is maintained as a PRS scheme for a minimum of 15 years along with a commitment to prioritise residents who live and or work in the Borough when marketing and identifying suitable tenants. The viability of the development is reviewed on occupation and a revised viability assessment is submitted;
- Following submission of the revised viability assessment, if the development results in a surplus, this shall be split 60/40 in favour of the Council and the Council shall spend their share of the surplus on sub-market housing projects in the Borough;
- A commitment to local labour/local supply so that residents and businesses in the Borough will benefit from the proposed development;
- A requirement that the developer enters into a S278 Highways Agreement to undertake any alterations to the public highway in respect of this development;

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 Section 51 of the Planning and Compulsory Purchase Act 2004).

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

3. Following the first occupation of the ground floor mixed use commercial space any further changes of use of this space specifically permitted by this permission must be carried out within a period of 10 years from the date of this permission.
   
   Reason: To accord with the provisions of Class V, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015.

4. No above ground development shall take place until details/samples of all materials to be used in the construction of the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved materials.
   
   Reason: To protect or enhance the character and amenity of the area in accordance with Policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

5. 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.
6. 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 any of the buildings 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 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.

7. 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 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.

8. The car parking areas indicated on drawing No. 0102 Rev P4; 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.

9. No development above ground level shall take place until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the position, design, materials and type of boundary treatment to be erected. No part of the development shall be occupied until the approved boundary treatment for that part 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.

10. 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’.

11. 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.

12. 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.

13. 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.

14. 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 10 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 11 which are subject to the approval in writing of the Local Planning Authority.

15. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.
Reason for Conditions 10-15: Contamination must be identified prior to commencement of development 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.

16. No development above ground level shall take place until details of the combined heat and power plant (CHP) to be installed at the premises have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall be sufficient to demonstrate that products of combustion emitted from the plant will not be prejudicial to health or a nuisance having regard to;

a) The position and height of the discharge flue of the combustion plant;
b) The position and descriptions of buildings near it;
c) The levels of the neighbouring ground; and
d) Any other matters requiring consideration in the circumstances, including but not limited to, the concentration of oxides of nitrogen in the flue gas and the flue discharge velocity.

Reason: In the interests of protecting neighbouring amenity and air quality in accordance with policies BP8, BP11 and BR14 of the Borough Wide Development Policies Development Plan Document.


18. Habitable rooms having openings facing onto the North, West or East facing facades are to be provided with acoustic ventilators which are commensurate with the performance specification set out in Schedule 1 (paragraphs 6 and 7) of The Noise Insulation Regulations 1975 (as amended).

Reason: To safeguard the amenity of occupiers of the development in accordance with Policy BR13 of the Borough Wide Development Policies Development Plan Document.

19. The combined rating level of the noise from plant installed pursuant to this development shall not exceed the existing background noise level outside the window to any noise sensitive room. Any assessment of compliance with this condition shall be made according to the methodology and procedures presented in BS4142:2014.

Reason: To safeguard the amenity of occupiers of the development in accordance with Policies BR13, BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.
20. The lighting of the development hereby permitted, is to be designed, installed and maintained 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 201. The design shall satisfy criteria to limit obtrusive light presented in Table 1, page 25 of the guide, relating to Environmental Zone E3 – Medium district brightness areas – small town centre or urban locations.

Reason: In order to avoid light pollution and safeguard neighbouring amenity, in accordance with Policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

21. The delivery/collection of goods from the commercial use hereby permitted is only permitted to take place between the hours of 07:00hrs and 21:00 hours on any day.

Reason: To ensure that the commercial use does not cause undue nuisance and disturbance to residents at unreasonable hours and in accordance with Policy BP8 of the Borough Wide Development Policies Development Plan Document.

22. Demolition and construction work and associated activities are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday and 08:00-13:00 Saturday with no work on Sundays or public holidays. 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. 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 demolition and 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.

23. 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 hoardings(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; including but not confined to, non road mobile machinery (NRMM) requirements;
h) Noise and vibration control;
i) A scheme for recycling/disposing of waste resulting from demolition and construction works;

j) The use of efficient construction materials;

k) Methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials; and

l) A nominated Development/Resident Liaison Representative with an address and contact telephone number to be circulated to those residents consulted on the application by the developer’s representatives. This person will act as first point of contact for residents who have any problems or questions related to the ongoing development.

Once approved the Plans shall be adhered to throughout the construction period.

Reason: The CEMP and SWMP are required prior to the 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. Prior to the commencement of the development a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall be designed to minimise deliveries of materials and export of any waste materials within the times of peak traffic congestion on the local road network. The Plan shall be implemented in accordance with the approved details and thereafter maintained.

Reason: The Construction Logistics Plan is required prior to commencement of development in order to minimise the impact of construction on the free flow of traffic on the local highway network and in the interests of highway safety, and in accordance with Policy BR10 of the Borough Wide Development Policies Development Plan Document and Policy 6.3 of the London Plan.

25. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the local planning authority. Those details shall include:

   a. A design that is compliant with the national Non-Statutory Technical Standards for SuDS, National Planning Policy Framework and Ministerial Statement on SuDS.
   b. Evidence that the proposed solution will effectively manage the 1 in 30 and 1 in 100 (+CC% allowance for climate change storm events), during all stages of the development (pre, post and during), with discharge rates being restricted as close to greenfield runoff rates as is reasonably practical.
   c. Details of management and maintenance regimes and responsibilities.
   d. A construction phase plan detailing how the drainage elements will be protected during construction.
   e. Long and cross sections of each SuDS Element.
   f. A finalised drainage layout plan that details pipe levels, diameters and asset locations.

The Scheme shall subsequently be implemented in accordance with the approved details before the development is completed.
Reason: A surface water drainage scheme for the site is required prior to the commencement of development to prevent an increased risk of flooding and to prevent pollution of the water environment and in accordance with Policy BR4 of the Borough Wide Development Policies Development Plan Document.

26. Notwithstanding condition number 8, electric charging points shall be provided for 20% of the car parking spaces shown on drawing No. 0102 Rev P4 with a further 20% passive provision. 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.

27. 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.

28. Details of the proposed solar photovoltaic panels generating equipment shall be submitted to and approved in writing by the Local Planning Authority before the commencement of any work above ground level. The equipment shall be installed before the development is occupied and shall be permanently maintained so as to provide energy for the development on a day-to-day basis for as long as the development remains.

Reason: In the interests of safeguarding the environment, to ensure that the development provides renewable energy in accordance with Policy BR2 of the Borough Wide Development Policies Development Plan Document and policy 5.2 of the London Plan.

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

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

30. The flats hereby approved shall not be occupied until a refuse management plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved management plan shall be implemented in accordance with the approved details.
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<tr>
<td><strong>Reasons:</strong></td>
<td>To provide for the satisfactory removal of refuse in the interest of the site and locality and to protect the amenity of future occupiers and in accordance with Policies BP8, BP11 and BR15 of the Borough Wide Development Policies Development Plan Document.</td>
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<td><strong>31.</strong></td>
<td>No development above ground level shall take place until a scheme showing the provisions to be made for external lighting, CCTV coverage, access control, and any other measures to reduce the risk of crime, have been submitted to and approved in writing by the Local Planning Authority. 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.</td>
</tr>
<tr>
<td><strong>Reason:</strong></td>
<td>In order to provide a good standard of security to future occupants and visitors to the site and to reduce the risk of crime in accordance with Policy BP11 of the Borough Wide Development Policies Development Plan Document.</td>
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<td><strong>32.</strong></td>
<td>Before occupation 90% 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.</td>
</tr>
<tr>
<td><strong>Reason:</strong></td>
<td>To ensure that accessible housing is provided in accordance with Policy 3.8 of the London Plan.</td>
</tr>
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<td><strong>33.</strong></td>
<td>A minimum of 10% of the residential units provided shall be constructed to, or capable of easy adaptation 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.</td>
</tr>
<tr>
<td><strong>Reason:</strong></td>
<td>To ensure that sufficient accessible housing is provided in accordance with Policy 3.8 of the London Plan.</td>
</tr>
<tr>
<td><strong>34.</strong></td>
<td>No permission is hereby given for any use of the ground floor commercial premises as a place of worship or as a church hall.</td>
</tr>
<tr>
<td><strong>Reason:</strong></td>
<td>To avoid the introduction of uses that would be incompatible with the development and to protect the amenity of future occupiers of the development and existing neighbouring occupiers in accordance with Policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.</td>
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### 1. Introduction and Description of Development

**1.1** The application site measures approximately 0.2 hectares and is located directly south east of the junction of Wantz Road with Oxlow Lane, Dagenham. The site comprises a two storey warehouse building with ancillary residential accommodation and is currently in use as a self storage business.
1.2 The site is designated as a Locally Significant Industrial Site in the Council's Local Plan. The application site however, has been proposed for release as part of the Local Plan Review.

1.3 The surrounding area comprises a mixture of commercial and residential uses. There are two-storey residential dwellings on the northern side of Oxlow Lane. Directly to the east of the application site are a collection of 1/2 storey industrial buildings measuring approximately 8 metres high, also fronting Oxlow Lane. To the west of the site is the Oxlow Lane/Hunters Hall Road Neighbourhood Shopping Centre.

1.4 This application relates to the demolition of the existing warehouse and redevelopment of the site to provide a part 4/part 5 storey building comprising 63 residential units consisting of 9 x studio flats, 28 x one bedroom flats, 20 x two bedroom flats and 6 x one bedroom maisonettes and 353 square metres of mixed commercial space (A1/B1/D1/A3) together with associated car parking.

1.5 The commercial unit will predominately front Wantz Lane whilst the maisonettes, which form the ground floor residential units, front Oxlow Lane.

2. Background

2.1 None relevant to this application.

3. Consultations

3.1 Adjoining Occupiers/Press and Site Notices

88 neighbouring occupiers were notified, site notices were displayed around the site and a notice was published in the press during the public consultation exercise and one response was received from the Pastor at Power House International Ministries who occupy units 3 & 4, 280 Oxlow Lane, Dagenham who occupy the industrial building immediately adjoining the application site to the east. The issues and concerns raised are summarised as follows;

- As a multi-purpose facility, the Power House International Ministries produce noise from amplified music as a result of faith group activities during evenings and weekends and from social functions late into the evenings. This will impact on the tenants of the proposed site. The Pastor states that they have never been a nuisance in the locality and do not intend to be in the foreseeable future. The Pastor goes on to state that their facility is on a site in an area allocated in the Local Plan for industrial use and planning permission was granted on this basis i.e. away from residential buildings.

- There is also a nursery and associated play area for the nursery at the rear of the premises. The children of the nursery play and produce noise daily and representatives are concerned about the impact of this noise on the tenants of the proposed site.

- The Pastor is concerned that a financial burden will be placed on the Church as a result of the development.
**Officer Note:** The comments received from the neighbouring occupiers seem to suggest that they are concerned that the proposed development would not be compatible with their use in that occupiers of the development may register complaints against them.

The matter of safeguarding the amenity of future residents from potential noise impact from adjoining commercial premises has been considered by the Council’s Environmental Health Officer. In this regard the Officer considers that the design of the building including its elevated courtyard amenity area and “set back” above ground floor level mitigates against the likelihood of significant external noise intrusion from neighbouring commercial uses. The Environmental Health Officer has reviewed the complaints history for the locality which suggests that there is not a substantive history of complaints associated with the various nearby commercial uses and as such the Environmental Health Officer has no objections to the principle of residential redevelopment in this location.

### 3.2 Transport Development Management

**Highway Planning Observations**

The location of the proposed development provides a Public Transport Accessibility Level (PTAL) rating of 1b (poor), determined using the standard methodology issued by Transport for London (TfL) on a scale of 1a to 6b, where 6b is excellent and 1a, is a very poor level of accessibility. This is mainly due to the site location exceeding the recommended 960m walking distance by 166m to Dagenham East Station. As such, it is considered that the site has poor public transport accessibility. In terms of sustainable modes of travel which will be available to any prospective tenants or occupiers, the site is surrounded by a comprehensive network of footways and local cycle routes. The site does benefit from being well served by local bus services with the nearest of these services being the 174 service which has a good frequency from Monday to Saturday.

**Car Parking**

It is proposed that there will be a total of 39 car parking spaces for the use of the proposed residential units. The London Plan indicates that a maximum car parking provision of less than 1 space per dwelling should be provided at residential dwellings with 1 to 2 bedrooms. The proposed 39 allocated car parking spaces for the use of the residential dwellings, equates to a provision of 0.62 spaces per dwelling. Included within this provision are 4 accessible blue badge parking bays.

London Plan requires that 20% of residential car parking spaces must be for electric vehicles with a further 20% passive provision for electric vehicles in the future.

**Traffic Impact and Generation**

The trip generation assessments provided within the transport statement (TS) suggest that the proposed development will generate a modest number of trips in both the AM and PM peak hours. It is stated that the proposal would be likely to generate a slight increase in traffic levels during the typical weekday peak hours than the level of traffic attracted to the existing use at the site. We are broadly satisfied that the impact from the proposed development on the local roads will be...
minimal and that there is sufficient capacity within the local highway network to accommodate trips likely to arise from the development.

**Proposed vehicular and pedestrian access arrangement**

The vehicular access into the site will be from Wantz Road via an existing site entrance. This access will require some changes but no details have been submitted to show the extent of modifications required.

**Additional Comments**

Recommend the following:

An allocation of parking bays for electric charge points need to be provided with provision for passive bays in order to comply with the London Plan. This should be secured by condition.

Since the existing vehicular access will need to be modified, a highway scheme will be required showing all the necessary alterations to the public highway. This will need to be secured with the applicant separately in a section 278 (Highways Act 1980) agreement.

A Construction and Logistics Plan should be provided. This should be secured by condition.

There are no apparent adverse highway implications and no objections are raised to the scheme.

*Officer Note: Highway matters are considered in the main body of this report.*

3.3 **Access Team**

A number of comments and recommendations have been made with regards to door widths, requirement for colour contrasted hand rails, step nosings, décor and signage and the requirement for 10% wheelchair accessible units amongst other things.

*Officer Note: These comments and recommendations have been forwarded to the agents. Revised plans have been submitted identifying 6 wheelchair accessible units which comply with the London Plan requirement of a minimum of 10% of the total provision.*

3.4 **Environmental Protection Team**

A comprehensive report covering matters relating to noise, air quality/sustainability, possible light pollution, land quality and demolition and construction phase impacts has been provided. However the Environmental Protection Team has no objections to the proposal subject to recommended conditions being imposed.

*Officer Note: Suggested conditions will be imposed.*

3.5 **Historic England**
The proposal is unlikely to have a significant effect on heritage assets of archaeological interest.

3.6 **London Fire and Emergency Planning Authority**

Access to the ground floor commercial use is considered satisfactory.

Access to the residential accommodation will be considered acceptable subject to the provision of fire mains in both stairways with outlets at all levels. The fire mains should comply with BS 9990:2015.

There should be access for a pump appliance to within 18m of the inlets to the fire mains which should be visible from the appliance.

There should be a fire hydrant within 90m of the inlet to a fire main.

*Officer Note:* *The above comments have been forwarded to the agents.*

3.7 **Drainage and Flooding Team**

The development does not adequately demonstrate that greenfield runoff rates can be met. In addition there are factors for the developer to consider such as where surface water flows will be directed to during an exceedance event/blockage. However these matters can be resolved via the imposition of a suitable condition.

*Officer Note:* *Suggested condition will be imposed.*

3.8 **Street Lighting** – No response received.

3.9 **Designing Out Crime Officer**

General comments and recommendations have been made with regards to the entrance and lobby areas and access control protocols on lifts and doors to facilitate security amongst other things. However there is no objection to the proposal.

*Officer Note:* *The comments and recommendations have been forwarded to the agents.*

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).

This would result in a total Mayoral contribution of £95,624.03. In terms of the Borough contribution, this would equate to £37,852.94 for the residential floorspace, a maximum of £69,284.90 for an A1 (supermarket) use, a maximum of £1,979.56 for B1 use and a maximum of £3,959.13 for all other non-residential uses.

5. **Equalities Considerations**
5.1 The Equality Act 2010 requires the Council to advance equality of opportunity in the exercise of its functions. In this respect, as elaborated upon below, conditions are proposed to ensure that all units are accessible and adaptable, with 6 units having a layout and size specifically enabling ease of use by a wheelchair user.

6. Analysis

6.1 Principle of Development

6.1.1 The site is identified as a Locally Significant Industrial Site in the Local Plan Proposals Map.

6.1.2 Policy CE3 of the Core Strategy states that the partial release of sites within a designated Locally Significant Industrial Site will only be considered acceptable where it can be demonstrated that the remaining part of the designated site will be more intensively developed to ensure no net loss of employment provided.

6.1.3 The Council’s Local Plan Review Issues and Options Report (July 2015) has identified the site for future release for housing. The submitted planning statement states that the existing self-storage company is a low employment generator currently providing employment for 2 people. The site is also on the edge of the employment area and directly fronts Oxlow Lane thus having poor visual impact on the street scene. The redevelopment of the site will improve the this stretch of Oxlow Lane. Moreover the commercial floorspace proposed as part of this development would provide the flexibility to attract a number of uses that would have the potential to generate a higher level of employment than that which currently exists on the site.

6.1.4 As such the proposal to remove the employment use and redevelop the site for residential/mixed use commercial purposes is considered to be acceptable in principle subject to the proposal being in accordance with other relevant parts of the Local Plan.

6.2 Housing

Housing Mix

6.2.1 The development proposes 63 private rented sector (PRS) residential units in a single block. The proposed mix of 9 x studio flats, 28 x 1 bedroom flats, 20 x two bedroom flats and 6 x one bedroom maisonettes reflects the nature of the private rented sector which provides rental accommodation of predominately one and two bedroom units.

6.2.2 The proposal includes 6 units which will be easily adaptable for wheelchair users. The proposal meets the 10% wheelchair housing requirement set out in Policy 3.8 of the London Plan and Building Regulation M4(3).

6.2.3 Policy CC1 of the Core Strategy states that major housing developments will generally be expected to provide a minimum of 40% family accommodation (three-bedroom or larger). The policy goes on to state, however, that not all sites will be suitable for family sized accommodation, for example, where it would not be
possible to provide a satisfactory environment for young children, particularly in respect of access to external amenity space.

6.2.4 Officers accept that the application site is not generally suitable for family sized units due to the constrained nature of the site and its location adjoining a Locally Significant Industrial Site. The proposal for mainly one and two bedroom units is therefore considered to be acceptable.

Density

6.2.5 The density matrix in the London Plan identifies that a site with a Public Transport Accessibility Level (PTAL) of 1b in an urban setting should provide 150-200 habitable rooms per hectare (hr/ha) or 50-95 units per hectare (u/ha).

The density has been calculated in accordance with the Mayor’s ‘Housing’ Supplementary Planning Guidance (SPG) by reducing the total site area of 0.2 hectares by the proportion of non-residential floorspace. The site has most of the characteristics of an urban setting as defined by the London Plan. With a residential gross internal area (GIA) of 5068m2, a non-residential floorspace of 353m2 and at 63 units in total on a site area of 0.186 gives a density of 339 units per hectare. This significantly exceeds the density guidance in the London Plan.

6.2.6 However the London Plan states that it is not appropriate to apply the density matrix mechanistically. The Mayor’s ‘Housing’ Supplementary Planning Guidance further emphasises that density ranges should be considered as a starting point rather than an absolute rule when determining the optimum housing potential of a particular site.

6.2.7 In appropriate circumstances, it may be acceptable for a particular scheme to exceed the ranges in the density matrix provided qualitative concerns are addressed. Such matters would include, amongst other things; the local context and character of a site, and the need for development to achieve high quality design in terms of liveability, public realm, residential and environmental quality, and in particular, accord with the housing quality standards sent out in the Mayor’s Housing SPG.

6.2.8 Officers consider that broadly speaking the proposed development meets the tests identified in the Mayor’s Housing SPG and as such the density of the development is considered to be acceptable. Matters relating to design, residential quality and housing quality standards are discussed in more detail further in this report.

Sub-Market Housing

6.2.9 Policy 3.12 of the London Plan and Policy BC1 of the Borough Wide Development Policies DPD seek to achieve the maximum reasonable amount of sub-market housing for individual private residential and mixed use schemes. Developers will normally be expected to provide their sub-market housing on site, but exceptional circumstances may allow for partial off-site provision and/or commuted payments.

6.2.10 The application proposes 100% private rented sector units on site and was accompanied by a full viability assessment so that Officers could consider the appropriate off-site sub-market housing provision or commuted payments for the development.
6.2.11 Officers have instructed an internal review of the viability assessment which deducts development costs from gross development value (GDV) to determine the land value and factors in a developer profit of 15% of GDV.

6.2.12 On the basis of the figures adopted by the viability assessment and an internal review by Be First, the proposed development is currently anticipated to generate a ‘deficit’ of £1,384,439. It is therefore concluded that the proposed development fails to achieve the benchmark land value and is therefore unable to provide any sub-market housing. However, a review mechanism is proposed which will require the viability to be reappraised on occupation using updated development costs and rental values with the profit split 60/40 between the Council and the applicant.

6.3 Design, Layout and Amenity

6.3.1 The application plot essentially has a square shaped footprint which fronts north onto Oxlow Lane and west onto Wantz Road.

6.3.2 The building has been designed to follow the northern, eastern and western boundary edges of the site with the northern and western elevations being the most visible. The overall height of the building will be 17.3 metres.

6.3.3 The upper residential floors are set back further into the site which allows the opportunity to provide terraces and balconies and enables breaks in the massing of the building and prevents the development from appearing overbearing at street level. The fourth floor residential element is recessed further back from the first to third floors. The building is also arranged around a large south facing communal courtyard situated at first floor level.

6.3.4 In terms of the developments relationship with neighbouring buildings, the closest buildings to the development are industrial/community buildings to the east and south. The neighbouring building to the east measures approximately 8 metres in overall height and there is a distance of 5.1 metres between the two buildings. The neighbouring building to the south measures 7 metres in overall height and will be separated by a distance of 1 metre from the proposed development. Whilst the proposed development would be significantly higher than its immediate neighbouring buildings, it is not considered that the development would result in any material loss of light, outlook or privacy to these buildings.

6.3.5 There are two storey residential dwellings to the north and opposite to the development site. Namely these are number 9 Kingsley Close, 267-261 Oxlow Lane and 1-1a Muggeridge Road.

6.3.6 Number 9 Kingsley Close is an end of terrace dwelling located to the north west of the development and has a south facing gable end flank elevation facing towards the proposed building. As such the southern boundary of the rear garden fronts Oxlow Lane. There are no windows on this flank elevation which is set back approximately 6 metres from the southern boundary of the house.

6.3.7 Numbers 257-261 Oxlow Lane and 1-1a Muggeridge Road form a terrace of five dwellings situated directly north of the application site fronting Oxlow Lane. These dwellings are set back at least 5 metres from their southern boundaries.
6.3.8 It is not considered that the proposed development would have any material impact on these dwellings. There would be a separation of approximately 16 metres between the northern boundary of the application site and the southern boundaries of these residential properties with a greater distance of at least 21 metres between buildings.

6.3.9 Members are reminded that the upper floors of the proposed development are set back further from the boundary edge by 2.1 metres for floors 1-3 and by 4 metres at fourth floor level. It should be pointed out however that the recessed floors allows for the creation of terraces and balconies.

6.3.10 The separation distances are considered to be adequate and would not materially impact on the light, outlook or privacy of nearby residential occupiers. It is therefore considered that the scale and massing of the development is acceptable.

6.3.11 In terms of the appearance of the development, the building would be constructed with a mixture of light and dark grey bricks with windows frames being grey aluminium. Visual interest is articulated on the building through a combination of recessed and projecting balconies and large full height windows and French doors providing a vertical emphasis to the building. The projecting balconies would comprise grey clad exterior surrounds and have glass Juliet balustrades. The eastern elevation will be punctuated with red coloured bike stores that form a feature of this elevation. The ground floor residential units will comprise floor to ceiling glazing in order to provide visual interest and maximise light to these maisonettes.

6.3.12 The external design and appearance of the development is considered to be attractive and welcoming and the palette of materials proposed supported by Officers. The use of good quality materials will be particularly important to enhance its presence in the street scene. These will include the quality of brickwork, mortar and window and door surrounds. However, these matters can be addressed via the imposition of a suitable condition.

6.3.13 Overall the building is considered to be well proportioned and attractively designed and would provide visual interest to the street and therefore accords with policies CP3 of the Core Strategy and policies BP11 and BP8 of the Borough Wide Development Policies Development Plan Document (DPD) which relate to urban design and seek to protect residential amenities.

6.4 External Amenity Space

6.4.1 All the proposed residential units would benefit from a private balcony or terrace designed in accordance with the minimum space requirements set out in the Mayor of London’s ‘Housing’ Supplementary Planning Guidance.

6.4.2 The development provides a total of 935m2 of amenity space and included within this is a 429m2 communal courtyard at first floor level.

6.4.3 Whilst the development does not meet the quantity requirements for external amenity space as set out in Policy BP5 of the Borough Wide Development Policies DPD it is considered that the range and quality of the space provided is acceptable for a scheme of this nature.
6.5 Transport and Car Parking

6.5.1 The site has a PTAL (Public Transport Accessibility Level) of 1b out of 6 where 6 is excellent and therefore has a low PTAL rating.

6.5.2 Table 6.2 of the London Plan requires that less than 1 space is provided per 1-2 bedroom units. The development would provide 39 car parking spaces which equates to a parking ratio of 0.62 spaces per unit. Accessible parking would be provided equating to 10% of the total provision (four spaces). The car parking provision is acceptable and in accordance with the London Plan.

6.5.3 The car park would be at ground floor level and not visible from street view. Vehicular access to the car park will be via Wantz Road. Access to the entrance lobby of the flats would be directly from the car park. The main pedestrian access to the development would be via Oxlow Lane. The access arrangements for the development are considered acceptable.

6.5.4 In terms of cycle parking, table 6.3 of the London Plan requires that 1 cycle space is provided per 1 bedroom unit and 2 cycle spaces provided per 2 bedroom or more units and as such a minimum of 83 cycle parking spaces is required for this development. The applicants have confirmed that this standard will be met.

6.5.5 The proposal provides a variety of cycle parking arrangements for the development. The ground floor maisonettes do not have any individual cycle parking however a secure cycle store is provided at ground floor level. All the flats facing east on the second, third and fourth floors would have an individual bike store. The submitted plans indicate that all remaining flats will keep their cycles in the front terrace of their property however no details have been provided as to how these will be secured. Further details will therefore need to be submitted and a condition will be imposed requiring the submission of these details.

6.5.6 Overall the transport and car parking arrangements for this development are considered to be acceptable. The Transport Development Management Team has been consulted and confirm that there are no adverse highway implications resulting from the development and has no objections to the proposal.

6.6 Energy

6.6.1 At the time of submission of this application the London Plan required all developments to achieve a 35% reduction in carbon dioxide (CO2) emissions beyond Part L of the Building Regulations 2013. The proposed development is anticipated to achieve a 38.9% reduction in carbon dioxide emissions beyond Part L of the Building Regulations through energy efficient design measures, a communal CHP (Combined Heat and Power) unit, an air source heat pump for the commercial unit and solar photovoltaic panels (approximately 230m2 of solar photovoltaic array).

6.6.2 Policy 5.2 of the London Plan sets a zero carbon target for new residential development from 2016. Guidance contained within the London Plan: ‘Sustainable Design and Construction’ Supplementary Planning Guidance, states that where it is not possible to achieve a zero carbon development, a financial contribution should be provided in order to secure carbon savings elsewhere. The policy also requires
that at least 35% of the carbon savings are achieved on site and this is achieved by
the proposed energy strategy.

6.6.3 The Guidance recommends a price for carbon off-setting based on local conditions
or a nationally recognised carbon price such as the ‘Zero Carbon Hub’ price of £60
per tonne of carbon over 30 years. It states that account should be taken of the
impact of such contributions upon development viability and that the price should
not be set at a level where development becomes unviable.

6.6.4 As highlighted earlier in this report, a viability appraisal has been submitted with the
application that demonstrates that the scheme is unable to provide any surplus
contributions as this would render the development further unviable. In the
circumstances the proposed energy strategy is considered to be acceptable.

7. Conclusion

7.1 The proposed development would result in an attractively design building of
appropriate scale and relationship with neighbouring buildings and would make
good use of the site.

7.2 The development responds well to the site context and would not cause harm to the
amenities of neighbouring occupiers.

7.3 The development would result in 63 good quality residential units which all adhere
to the London Plan internal space standards. Given the constraints of the site, each
unit would also have access to either a private terrace or balcony area. Occupiers
of the development would also have access to a communal roof terrace.

7.4 The development provides sufficient off-street car parking and cycle parking spaces
to accommodate this development.

7.5 It is recommended that planning permission be granted subject to the conditions
listed above (with any amendments that might be necessary up to the issue of the
decision) and a S106 Agreement to secure the matters set out in the
recommendation section of this report.

Background Papers

- Planning Application File
- Local Plan Policy

Core Strategy (July 2010)

Policy CM1 General Principles for Development
Policy CM2 Managing Housing Growth
Policy CM4 Transport Links
Policy CR1 Climate Change and Environmental Management
Policy CC1 Family Housing
Policy CP3 High Quality Built Environment

Borough Wide Development Policies Development Plan Document (March 2011)
Policy BR2  Energy and On-Site Renewables
Policy BR3  Greening the Urban Environment
Policy BR4  Water Resource Management
Policy BR5  Contaminated Land
Policy BR9  Parking
Policy BR10 Sustainable Transport
Policy BR11 Walking and Cycling
Policy BR13 Noise Mitigation
Policy BR14 Air Quality
Policy BC7 Crime Prevention
Policy BP3 Archaeology
Policy BP5 External Amenity Space
Policy BP8 Protecting Residential Amenity
Policy BP11 Urban Design

- **London Plan Policy (2016)**

  Policy 3.3  Increasing Housing Supply
  Policy 3.4  Optimising Housing Potential
  Policy 3.5  Quality and Design of Housing Developments
  Policy 3.8  Housing Choice
  Policy 5.2  Minimising Carbon Dioxide Emissions
  Policy 5.3  Sustainable Design and Construction
  Policy 5.7  Renewable Energy
  Policy 5.10 Urban Greening
  Policy 5.13 Sustainable Drainage
  Policy 5.21 Contaminated Land
  Policy 6.9  Cycling
  Policy 6.10  Walking
  Policy 6.13  Parking

- **National Policy**

  National Planning Policy Framework
  National Planning Practice Guidance