**Barking and Dagenham Council**  
**Development Control Board**  
**Date:** 15 January 2018

<table>
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<th>Application No:</th>
<th>17/01250/FUL</th>
<th>Ward: Becontree</th>
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**Reason for Referral to DCB as set out in Part 2, Chapter 9 of the Council Constitution:**  
The application relates to new dwellings without off street parking in an area which is not within a Controlled Parking Zone.

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<th>Address:</th>
<th>748 - 752 Green Lane, Dagenham RM8 1YT</th>
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**Development:**  
Demolition of existing two storey rear extension, residential conversion of existing upper floors and erection of part single/ part 3 storey side and rear extension to provide additional floor space to existing shop units, one additional retail unit and 4 one bedroom and 5 two bedroom flats.

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<tr>
<th>Applicant:</th>
<th>Eastern Iron Works Limited</th>
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<tr>
<th>Contact Officer:</th>
<th>Simon Bullock</th>
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<tbody>
<tr>
<td>Title:</td>
<td>Principal Development Management Officer</td>
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**Contact Details:**  
Tel: 020 8227 3803  
E-mail: simon.bullock@befirst.london

**Summary:**  
The site, formed of two shop units with ancillary accommodation above and a two storey rear extension, would be converted and redeveloped to provide additional retail space and 9 flats within a three storey extension at the rear. In principle such development in this location is acceptable.

The scheme would provide a good standard of accommodation for future occupiers in accordance with planning policy, and would not cause harm to the amenities of existing neighbours.

The scale and siting of the development is considered appropriate to its context. The proposed extension is considered to be well proportioned, with a modern design and use of materials that would be distinctive and add visual interest to the street scene.

No car parking spaces would be provided within the site and future residents with cars would therefore need to park on the street. In accordance with the advice of the Transport Officer, based on evidence submitted of the availability of existing on street parking spaces, this is considered acceptable.

**Recommendation:**  
That the Development Control Board grant planning permission subject to the following conditions:

1. The development permitted shall be begun before the expiration of three years from the date of this permission.
Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended by S.51 of the Planning and Compulsory Purchase Act 2004)


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

3. No development above ground level shall take place until details/samples of all materials to be used in the construction of the external surfaces of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved materials.

Reason: To protect or enhance the character and amenity of the area in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

4. No development above ground level shall take place until a scheme of hard and soft landscaping for the first floor courtyard, including details of materials, species and a planting schedule have been submitted to and approved in writing by the Local Planning Authority. The approved hard landscaping shall be carried out prior to the occupation of the development and thereafter permanently retained. The approved soft landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or completion of the development, whichever is the sooner. Any plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased, shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To safeguard and improve the appearance of the area in accordance with policy BP11 of the Borough Wide Development Policies Development Plan Document.

5. The refuse and cycle parking storage areas indicated on drawing No. 409-GL-L00-200 Rev. P01 shall be constructed in accordance with the approved plans prior to the occupation of the development hereby approved and thereafter permanently retained for the use of the occupiers of the premises.

Reason: To provide satisfactory refuse and cycle storage provision in the interests of the appearance of the site and locality and in the interests of promoting cycling as a sustainable and non-polluting mode of transport and in accordance with policies BR11, BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.

6. Before occupation all of the dwellings shall comply with Building Regulations Optional Requirement Approved Document M4(2) Category 2: Accessible and adaptable dwellings (2015 edition). Evidence of compliance shall be notified to the building control body appointed for the development in the appropriate Full Plans Application, or Building Notice, or Initial Notice to enable the building control body to check compliance.

Reason: To ensure that accessible housing is provided in accordance with policy 3.8 of the London Plan.
7. The combined rating level of the noise from any plant installed pursuant to this permission 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: In order to prevent noise nuisance to future residents of the development and to existing residential neighbours and in accordance with policies BR13 and BP8 of the Borough Wide Development Policies Development Plan Document.

8. Habitable rooms having openings facing onto Green Lane or Waldegrave Road 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). The acoustic ventilators shall be installed prior to occupation of the development and thereafter maintained.

Reason: In order ensure a satisfactory noise environment for future occupiers by enabling adequate ventilation whilst windows are closed and in accordance with policies BR13 and BP8 of the Borough Wide Development Policies Development Plan Document.

9. No deliveries, external running of plant and equipment or construction works, other than internal works not audible outside the site boundary, shall take place on the site other than between the hours of 0800 to 1800 on Monday to Friday and 0800 to 1300 on Saturday and not at all on Sundays, Public or Bank Holidays without the prior written permission of the Local Planning Authority.

Reason: To ensure that the proposed construction work does not cause undue nuisance and disturbance to neighbouring properties at unreasonable hours and in accordance with policy BP8 of the Borough Wide Development Policies Development Plan Document.

10. 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 residents and in accordance with policies BR13 and BP8 of the Borough Wide Development Policies Development Plan Document.

11. 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. 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.

  g. a scheme for recycling/disposing of waste resulting from demolition and construction works;
  h. methods to minimise waste, to encourage re-use, recovery and recycling, and sourcing of materials;
  i. 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 residents who have any problems or questions related to the ongoing development.

Reason: The details are required prior to commencement of development in order to minimise the environmental impact of the construction and the impact on the amenities of neighbouring residents, and in accordance with policies BR10, BR13, BR15 and BP8 of the Borough Wide Development Policies Development Plan Document.

12. The development shall not be occupied until the installation of a privacy screen to prevent overlooking from the external staircase within the courtyard towards the private terrace of the 79m2 2B4P flat in accordance with details which shall have been submitted to and approved by in writing by the Local Planning Authority. The screen shall thereafter be maintained.

Reason: In order to secure a good standard of residential amenity for future occupiers in accordance with policies BP8 and BP11 BP8 of the Borough Wide Development Policies Development Plan Document.

1. **Introduction and Description of Development**

1.1 The site, at the junction of Green Lane and Waldegrave Road, comprises two shop units within a parade of three storey shops with accommodation above. The second floor accommodation is provided within the roof space. The shop units are currently occupied by Superdrug and Cash Concepts, a pawnbroker. The upper floors are associated with the ground floor shop units but are not currently in use.

1.2 The building (comprising Nos. 748 - 752) has an existing predominantly two storey rear extension with flat roof that extends to the boundary of the site at the rear. (A small part of the extension is single storey and a small element is three storeys in height).

1.3 The site is surrounded by similar scale three storey development on Green Lane, and on the opposite side of Waldegrave Road is a four storey church housed within a former cinema building.

1.4 To the rear boundary of the site is a service lane that provides rear vehicular access to the parade of shops. Beyond the service lane are two storey terraced houses on both sides of Waldegrave Road.
1.5 The site has a hard paved forecourt between the back edge of the pavement and the building on Waldegrave Road with a width of approximately 3m.

1.6 The proposed development is to demolish the existing rear extension, and to construct a three storey extension to the rear, with a single storey element to the side that would accommodate additional retail floor space. The upper floors of the proposed extension, together with the upper floors of the existing building would provide 9 flats (4 one bedroom units, and 5 two bedroom units).

1.7 The ground floor extension would provide additional retail space for the existing end shop unit and a separate very small retail unit on the street corner that would have predominantly glazed elevations and is envisaged to be suitable for a use such as a café or florist.

1.8 The ground floor shop frontage onto High Road would be amended to incorporate a front entrance door serving the flats above.

1.8 Refuse and cycle parking storage would be provided at the rear of the building accessed from the rear service road. A secondary residential entrance at the rear would also be provided. The scheme would not provide any car parking within the site.

2. Background

2.1 No relevant planning history.

3. Consultations

Adjoining occupiers

3.1 Consultation letters were sent to 38 neighbouring occupiers. One reply was received requesting further information, but no comments on the application were made.

Access Officer

3.2 Requests various minor amendments to the internal layout in respect of matters such as corridor and door widths in order to improve accessibility. The applicant has submitted amended drawings that fully address these points.

Environmental Health

3.3 No objection subject to the imposition of conditions relating to noise, hours of construction work, and a Construction and Environmental Management Plan.

Transport Development Management

3.4 The Public Transport Accessibility Level (PTAL) for the proposed site, which has been determined using the standard methodology issued by Transport for London, is 2 which is deemed to be 'poor'. We consider this value to be representative reflecting the location of the site and its proximity to public transport services.
3.5 In addition, to the PTAL rating, parking stress surveys of the adjacent local highway network have been undertaken.

3.6 The cycle and car parking provision or prescribed vehicle parking standards within the London Plan that should be used to determine an appropriate level of car parking provision, should be consistent with objectives to reduce congestion and traffic levels and to encourage the use of walking, cycling and public transport. The site is not located within an established residents’ Controlled Parking Zone so there exists the potential for the residential units to generate parking demand that will overspill onto the adjacent local highway network.

3.7 To estimate the potential additional on street parking demand the applicant has used car ownership levels from the 2011 Census for the ward in which the site is located and based on the size of residential property in terms of number of bedrooms and the worst-case scenario has been used. Although, this method cannot be guaranteed to accurately predict the actual resulting on street parking demand it does provide an indicative value which suggests that the development would generate approximately an additional 8 vehicles. The parking survey concludes that these can be accommodated within the available reserve capacity and that relative to the on street parking demand in the vicinity the impact would be negligible.

3.8 The development proposals include dedicated secure and sheltered residential cycle storage, in accordance with London Plan standards.

3.9 It is considered that there are no adverse highway safety implications resulting from the proposed development.

Waste and Recycling Policy Manager

3.10 No objections.

London Fire and Emergency Planning Authority

3.11 No objections.

4. Local Finance Considerations

4.1 The proposed development would be liable for the Mayoral Community Infrastructure Levy (CIL) at a rate of £20 per square metre (index linked from 2012) and the Borough CIL at a rate of £10 per square metre index linked from 2015 resulting in contributions of £5,386 and £2,355 respectively.

5. Equalities

5.1 The Equality Act 2010 requires the Council to advance equality of opportunity in the exercise of its functions. In this respect all of the proposed dwellings are designed to the Building Regulations Part M4(2) ‘Accessible and adaptable dwellings’ standard in accordance with London Plan policy.

6. Analysis
Principle of the development

6.1 The extension of the existing building in order to provide additional dwellings and a new retail unit in this location is acceptable in principle.

6.2 The proposed 9 flats would all be in private tenure, this is acceptable because the planning policy threshold for securing affordable housing applies on sites of 10 units or more.

Design

6.3 The proposed extension to the rear would be 3 storeys in height, therefore replicating the storey height of the main part of the existing building. The maximum height of the proposed extension would be 12.8m which is 1.6m higher than the ridge height of the existing building. In views towards the street frontage of the site on Green Lane the three storey rear part of the extension would not be visible as the existing building would screen the development. On reaching the junction of Green Lane with Waldegrave Road the three storey element would be visible.

6.4 In view of this relationship the proposed height is considered acceptable as it would not visually over dominate the original building. The visual relationship with the adjacent two storey terraced housing in Waldegrave Road is also considered acceptable given the gap, provided by the intervening service road, between the end of terrace house and the development.

6.5 In relation to siting, the proposed extension would sit forward of the building line of the adjacent terrace within Waldegrave Road. This is considered acceptable in respect of the resulting street scene, taking account of the change in the character at the north end of the road as it leads into the commercial Green Lane and in view of the taller and more prominent building of the church on the opposite side of Waldegrave Road.

6.6 In respect of the Waldegrave Road elevation, which will form the main public view of the proposed development, the ground floor would be fully glazed at the corner of High Road, with two window openings to the ground floor retail unit towards the rear part of the site. Above this, and set slightly back, would be the two floors of residential, formed of three staggered gable fronted bays punctuated with large window openings and balconies.

6.7 The non glazed elements of the ground floor would be finished in red brick with some decorative brickwork detailing indicated on the drawing. The upper floors would be finished in dark grey zinc panels. The panels would have vertical seams. The final details of finishes and colour of materials would be subject to approval of condition details.

6.8 The proposed new brickwork would reflect the character of the existing building and surroundings. The proposed zinc would be a much more modern and distinctive material in this location. The tone of this material may to some degree reflect that of the existing tiled roof of the main building.

6.9 The proposed design and materials of the extension are considered acceptable as it is well proportioned and would add visual interest to the street scene. It is
considered that the development is of an appropriate scale and design that would not conflict with the character of the existing building.

6.10 The ground floor Waldegrave Road elevation would be much improved, with the glazing providing additional visual interest and activity to the street. This compares with the existing ground elevation which is a blank brick wall.

6.11 In terms of the floor layout the scheme is considered well designed, making good use of the space, providing an internal communal roof level courtyard, creating interesting internal spaces, and optimising daylight, privacy and external amenity spaces to each unit.

Amenity

6.12 The proposed flats would each meet or exceed the standards set out within the London Plan in relation to accessibility; bedroom sizes, storage space, and overall floor space. The majority of the flats are dual aspect, the exceptions are one 2 bedroom south-west facing single aspect flat and two 1 bedroom south-east facing single aspect flats.

6.13 All units would provide external amenity space in accordance with the standards of the London Plan Housing SPG.

6.14 In addition to the private spaces a small landscaped courtyard would be provided at first floor level which also serves as a circulation space providing access to some of the flats.

6.15 The applicant’s submitted Daylight and Sunlight Assessment (prepared in accordance with the relevant Building Research Establishment guidance) indicates that the proposed flats would receive levels of daylight and sunlight that would be in accordance with the recommendations.

6.16 To ensure a satisfactory internal noise environment it is proposed that a condition be imposed requiring the installation of acoustic ventilators to habitable rooms facing Green Lane and Waldegrave Road in order to enable windows to remain closed whilst maintaining adequate ventilation.

6.17 In respect of neighbouring residents the extended building would be situated 9.8m to the north of the side elevation of 3 Waldegrave Road, the neighbouring property fronting Waldegrave Road. This dwelling is separated from the site by a rear service lane that serves the shops fronting Waldegrave Road. The extension would result in this part of the building increasing in height from 2 storeys to 3 storeys.

6.18 Whilst first and second floor windows and inset balconies are proposed that would face towards this adjacent house, the windows and balconies are positioned such that the line of sight would predominantly be towards its side elevation. This side elevation appears to include two habitable room windows. Given that these windows already face onto a public area, the rear service road, it is considered that the proposed development would not result in any harmful loss of privacy. With regard to the rear garden of No. 3, the inset nature of the balconies and the window positions would largely block views from the development over this garden.
6.19 The residential neighbour to the east is an adjoining upper floor flat over the adjoining shop unit at No. 754 Green Lane. This flat has rear facing first floor windows (inset within the roof slope) and rear facing second floor dormer windows. The proposed development would be visible from the two second floor windows but would be largely screened by the existing roof slope from the first floor windows.

6.20 In respect of the two second floor dormer windows the closest would be approximately 3.5m from the development, and the scheme would result in this part of the building increasing from two storeys in height to 3 storeys in height with the additional storey being provided within the roof space of a pitched roof. This part of the extension would project approximately 10m to the rear of the rear elevation of this dormer window and would be of variable height due to the roof pitch. The relationship with the adjoining flat is considered acceptable in terms of outlook.

6.21 The submitted daylight and sunlight assessment also included an analysis of the impact of the proposed development on daylight and sunlight levels within the nearest neighbouring residential units of Nos. 754 and 756 Green Lane, and No. 3 Waldegrave Road. The assessment indicates that the scheme would result in a marginal impact on the neighbouring dwellings that is of a value defined by the guidance as having ‘no adverse effect’. The proposal is therefore considered acceptable in this respect.

Transport

6.22 The proposed development does not provide any car parking spaces within the site. Given the site constraints it would be very difficult to provide car parking and to secure an active street frontage to the building. Having regard to the transport officer’s comments it is considered that the lack of parking is acceptable and would not have a harmful impact on the amenities of neighbours or on highway safety.

6.23 It is proposed that the existing rear service lane be utilised to provide access to the bin storage areas and cycle parking, and this is acceptable to both the refuse officer and the transport officer. The proposal is therefore considered acceptable in this respect.

Background Papers

- Planning Application File
- Local Plan Policy
  - Policy CM1 General Principles for Development
  - Policy CM2 Managing Housing Growth
  - Policy CP3 High Quality Built Environment
  - Policy BR9 Parking
  - Policy BR10 Sustainable Transport
  - Policy BR11 Walking and Cycling
  - Policy BR13 Noise Mitigation
  - Policy BR15 Sustainable Waste Management
  - Policy BC7 Crime Prevention
Policy BP8  Protecting Residential Amenity
Policy BP11  Urban Design

- **London Plan Policy**
  Policy 3.3  Increasing housing supply
  Policy 3.4  Optimising housing potential
  Policy 3.5  Quality and design of housing developments
  Policy 3.6  Children and young people’s play and informal recreation facilities
  Policy 3.8  Housing choice
  Policy 6.9  Cycling
  Policy 6.13  Parking
  Policy 7.3  Designing out crime
  Policy 7.6  Architecture

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