<table>
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<tr>
<th><strong>Barking and Dagenham Council Planning Committee</strong></th>
<th><strong>Date:</strong> 12 November 2018</th>
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<tbody>
<tr>
<td><strong>Application No:</strong></td>
<td>18/00777/FUL</td>
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<tr>
<td><strong>Ward:</strong></td>
<td>Thames</td>
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<tr>
<td><strong>Reason for Referral to DCB as set out in Part 2, Chapter 9 of the Council Constitution:</strong></td>
<td>This is a major Council/Be First scheme.</td>
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<tr>
<td><strong>Address:</strong></td>
<td>Former Garage Site, Sugden Way, Barking</td>
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<td><strong>Development:</strong></td>
<td>Erection of part 3/part 4 storey building providing 13 dwellings (Class C3) of modular (pre-fabricated) design with associated access, landscaping and ancillary works.</td>
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<tr>
<td><strong>Applicant:</strong></td>
<td>Be First Regeneration Ltd</td>
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</table>
| **Summary:** | The application site comprises 0.12 hectares of land to the north side of Sugden Way, Barking. The site is bound to the north by an area of vegetated land beyond which is Mayes Brook and a railway line. The site is bound to the east, south and west by existing residential properties within the Thames View estate. The application seeks permission for the erection of a part 3/part 4 storey building comprising of 1 one bedroom, 8 two bedroom and 4 three bedroom flats and associated access, landscaping and ancillary works. The development proposes a prefabricated modular housing design with all 13 units intended for social rent. The immediate locality is predominantly residential with nearby Charlton Crescent comprising of two storey terraced dwellings and 3 storey flatted buildings. Sugden Way comprises of two storey terraced dwellings. It is considered that the provision of a part 3/part 4 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 single 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 amenity area and this is considered to be acceptable and in accordance with policy. The development will provide 7 car parking spaces 2 of which will be accessible spaces, 28 cycle parking spaces and 2 electric vehicle charging points. The site has a PTAL (Public Transport Accessibility Level) of 1b which is low. Parking surveys conducted as part of a detailed transport assessment have demonstrated that Sugden Way has capacity to accommodate overspill parking should this occur without increasing parking stress beyond practical capacity with less than 40% of available overnight parking currently utilised. 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 planning permission subject to the following conditions:

1 **Time Limit**

The development permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended by S.51 of the Planning and Compulsory Purchase Act 2004)

2 **Approved Drawings**

The development hereby permitted shall be carried out in accordance with the following approved plans:


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 by the Local Planning Authority a plan indicating the position, design, materials and type of boundary treatment to be erected. The submitted details shall include details of the front security gates. 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 Details of Refuse Enclosures

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

Reason: To provide satisfactory refuse storage provision in the interests of the appearance of the site and locality in accordance with policies BP8 and BP11 of the Borough Wide Development Policies Development Plan Document.
9 Electric Vehicle Charging Points

Electric charging points shall be provided for 2 of the car parking spaces shown on drawing No.BRK1-AST-SW-GF-DR-A-0250 REV P02. 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.

10 Accessible Parking Bays

The accessible parking bays indicated on drawing No. BRK1-AST-SW-GF-DR-A-0250 REV P02; 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.


11 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.

12 Privacy Screen Details

Details of privacy screens to the south facing balconies, and roof terraces which shall be a minimum height of 1.7 metres shall be submitted to and approved 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.

13 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 house is accessible and adaptable in accordance with policy 3.8 of the London Plan 2016.
14 Accessible Housing M4(3)

One ground floor residential unit 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.

15 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 (March 2016).

16 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 residential unit 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.

17 Air Quality Details

Details of mitigation or offsetting measures to address the failure of the development to meet the air quality neutral bench marks for transport emissions identified in air quality assessment report “Sugden Way Barking, Air Quality Assessment” reference LO10556 Report No. R003, dated May 2018 are to be submitted to and approved by the Local Planning Authority and are to be implemented before the first occupation of the development hereby permitted.

Reason: To ensure that appropriate measures are taken to minimise the air quality

18 Construction Hours

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.

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.

19 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.

20 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'.

Reason: 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.
21 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.

Reason: 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.

22 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.

Reason: 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.

23 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 21 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 22 which is subject to the approval in writing of the Local Planning Authority.

Reason: 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.

24 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.

25 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 construction method statement is required prior to commencement of development in order to reduce the environmental impact of the construction and the impact on the amenities of neighbouring residents, and in accordance with policyBP8 of the Borough Wide Development Policies Development Plan Document.

26 Energy Strategy

The development hereby permitted shall achieve as a minimum a 35% reduction in carbon dioxide emissions over Part L of the Building Regulations (2013).

Reason: To ensure compliance with the proposed energy strategy in accordance with Policy 5.2 of the London Plan and Policy BR2 of the Borough Wide Development Policies Development Plan Document.
27 Flood Risk Assessment

The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment compiled by Heyne Tillet Steel dated July 2018.

Reason: To prevent the increased risk of flooding in accordance with policy CR4 of the Core Strategy and policy BR4 of the Borough Wide Development Policies Development Plan Document.

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<tr>
<th>Contact Officer</th>
<th>Title: Urban Design Officer</th>
<th>Contact Details: Tel: 020 8227 3067 E-mail: <a href="mailto:Ian.Drew@befirst.london">Ian.Drew@befirst.london</a></th>
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1. Introduction and Description of Development

1.1 The application site comprises 0.12 hectares of land to the north side of Sugden Way, Barking. The site is bound to the north by an area of vegetated land beyond which is Mayes Brook and a railway line providing services to London Overground and C2C train lines. Further beyond this is Alfreds Way (A13) and Barking Industrial Park. The site is bound to the east, south and west by existing residential properties within the Thames View estate, typically characterised by two storey terraced and semi-detached dwellings.

1.2 The site currently consists of a vacant area of hardstanding, bound by a metal fence with a gated access but was previously occupied by 3 rows of garages.

1.3 The application seeks permission for the erection of a part 3/part 4 storey building comprising of 1 one bedroom, 8 two bedroom and 4 three bedroom flats and associated access, landscaping and ancillary works. The development proposes a prefabricated modular housing design with all 13 units intended for social rent.

2. Background

2.1 No planning history

3. Consultations

3.1 50 neighbouring occupiers were consulted, 2 site notices were displayed and a press notice placed. 2 responses were received objecting to the proposal on the following grounds;

- Perceived overlooking of rear gardens in Charlton Crescent
- Out of keeping with the character of the area
- Noise and disturbance during construction work
- Loss of sunlight to neighbouring gardens
- New housing provided should be for local people within the Borough
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 will require some form of acoustically treated mechanical ventilation. 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 note that the land quality assessment identifies that a piled foundation design is likely to be required and suggests that these should be of continuous flight auger design. To safeguard the situation, I recommend that any permission that might be granted be subject to a piling vibration limit condition.

**Air Quality**
The submitted 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 and provides 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.
- The development is not “air quality neutral” with regard to transport emissions and so additional mitigation measures will be required.
- Site specific mitigation will need to be implemented to ensure dust effects from construction phase activities are not significant.

I do not wish to object to the application in relation to air quality considerations but recommend that any permission is subject to conditions to require (a) the implementation of best practice regarding the management of construction phase dust emissions and (b) the implementation of air quality neutral mitigation measures.

**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.
3.3 Transport Development Management Team

Further to our request for a parking stress survey the additional technical note which has been submitted refers to the 2011 census data about car ownership in London and this indicates car ownership has stayed constant. Based on this data the note suggests the predicted number of cars likely to be owned will be low and this would mean the potential for overspill parking is negligible. The parking survey that has been carried out within the pre-determined study area by LBBD demonstrates there is a small quantity of on-street parking in close proximity to the site. Also, they have increased the level of parking to 7 car parking spaces – a ratio of 0.54 spaces per dwelling. Given the extra on-site parking provision and new information provided the development is unlikely to impact on the available on-street parking in the nearby streets and there are no other apparent adverse highway safety implications. Therefore, the proposal is considered acceptable and accords with local, regional and national planning policy.

3.4 London Fire Brigade

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

3.5 London Fire Brigade Water Team

I can confirm no additional hydrants are required.

3.6 Flooding & Drainage Team

The drainage and discharge is acceptable.

3.7 Environment Agency

We have reviewed the revised flood risk assessment (FRA). Based on this FRA we are able to remove our objection to the proposed development.

The revised FRA and associated plans demonstrate that:

Finished floor levels shall be set at 2.48m AOD to protect the development from flooding in a 1 in 100 year +35% flood event.

The void under the building for use as flood plain compensation is designed to ensure no increased flood risk up to and including a 1 in 100 year +35% flood event and has a management and maintenance plan for the lifetime of the development.

The development should be carried out in accordance with this FRA.

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 £39,833.81 and an LBBD CIL contribution of £17,417.52.
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. The current London Plan sets a housing target of 1,236 dwellings per annum for the Borough and this is likely to rise to 2,264 in the new London Plan. 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 not been allocated for any specific purposes within the Council’s Site Specific Allocations Development Plan Document of the Local Plan.

6.1.3 The immediate locality is predominantly residential with nearby Charlton Crescent comprising of two storey terraced dwellings and 3 storey flatted buildings. Sugden Way comprises of two storey terraced dwellings. It is considered that the provision of a part 3/part 4 storey building would not be detrimental to the residential character of the surrounding area subject to not appearing overbearing or having an unacceptable impact on residential amenity.

6.1.4 Therefore the redevelopment of the site for residential purposes, particularly for much needed social rented accommodation, 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, 8 two bedroom and 4 three bedroom flats constructed using prefabricated modular units assembled to form a single part 3/part 4 storey block.
6.2.4 The proposed block will measure a width of 27.7 metres, with a depth of 15.7 metres and a maximum height of 13.8 metres. The 3 storey elements have a maximum height of 11.2 metres.

6.2.5 The building will be situated to the north of the site with the principal (front) elevation facing south towards the road to allow access and vehicle turning from Sugden Way. The building massing steps in to the east and west at third floor level to reduce overlooking and overshadowing to neighbouring properties.

6.2.6 The building will be set in 4.4 metres from the western boundary tapering to a minimum distance of 2.2 metres at its narrowest point. A minimum distance of 2.7 metres will be retained between the proposed development and the eastern boundary. A 2.2 metre buffer zone will separate the rear of the building from the green space to the north of the site.

6.2.7 It is acknowledged that there is a potential for the proposed balconies on the southern elevation to overlook the private amenity areas of properties in nearby Charlton Crescent and Sugden Way. A distance of 16 metres will be retained between the corner of the closest balcony to the rear of the properties in Charlton Crescent. A minimum distance of 9 metres will be retained between the corner of the closest balcony to the rear of the nearest property in Sugden Way. The proposed development and the nearest property in Sugden Way are both set in 3.5 metres from the eastern boundary.

6.2.8 It is considered, to avoid direct overlooking of adjacent properties, it will be necessary to ensure that the balconies and third floor roof terraces include 1.7 metre high side screens and this would be secured by condition.

6.2.9 The ground floor will feature 2 small windows on the western elevation and 3 small windows on the eastern elevation, the first and second floors will each feature 3 small windows on the eastern and western elevations respectively. The third floor will feature 4 small windows and 2 openings onto the roof terraces. Three windows on each of the flank walls serve hallway spaces as opposed to habitable rooms.

6.2.10 The building is oriented such that no windows directly face the houses in Charlton Crescent and Sugden Way although there would still be some oblique overlooking of neighbouring rear gardens. Given the secondary nature of the windows concerned and the distance from the closest neighbouring properties the extent to which rear gardens would be overlooked is not considered to be unacceptable.

6.2.11 In order to prevent an unacceptable overbearing impact or overshadowing (loss of daylight and sunlight) on neighbouring properties the building massing steps in to the east and west at third floor level. Whilst it is acknowledged that there would be some degree of overshadowing of the rear gardens of neighbouring properties it is noted that the proposed development is not positioned directly behind properties in Sugden Way and angles away from the rear of properties in Charlton Crescent which reduces the degree of overshadowing and the impact on outlook. Given the orientation of the building it is considered that the bulk, scale, and height is acceptable in this location and that the proposed block achieves an appropriate relationship with neighbouring properties.
6.2.12 In terms of appearance the steel frame modules which connect together to form the part 3/part 4 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.

6.2.13 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 have gross internal floor areas ranging from 58sqm to 115.5sqm with adequate built-in storage provision and meet the required standards. It is therefore considered that the proposed new dwellings would provide sufficient space for daily living. All flats are dual aspect and would be provided with adequate daylight/sunlight and outlook.

6.3.3 In addition, one 3 bedroom ground floor unit will be fully wheelchair accessible designed to be compliant with M4(3) of the Building Regulations. All of the units will be accessed via a recessed entrance, with the entrance hall of the building leading to an internal staircase. All units have entry from a central corridor which extends through the building, upper floors will be accessed by a glazed circulation core, including 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 500sqm of private amenity provision for this development.

6.4.2 All of the proposed flats would benefit from a suitably sized balcony or roof terrace in accordance with the Mayor’s ‘Housing’ Supplementary Planning Guidance (SPG) in addition to communal gardens.

6.4.3 The provision of amenity space comprises of private balconies measuring 9.9sqm for 8 of the upper floor units, private roof terraces measuring 42.5sqm for each of the third floor units, and private gardens ranging from 26sqm to 76.1sqm for each of the ground floor units accessed via living/kitchen/dining areas, in addition to 2
‘communal gardens’ at the front of the site. The total amenity provision provided by this development equates to 572.6sqm of amenity space including 328.8sqm of private balconies/gardens.

6.4.4 Whilst it is arguable how much the communal gardens will be used, the scheme provides generous private space for each of the dwellings which exceeds London Plan requirements. It is considered that the amenity space provision is satisfactory although further details of the detailed layout of the communal gardens are required and this can be secure by condition.

6.5 **Sustainability & Energy**

6.5.1 The London Plan requires all developments to achieve a 35% reduction in carbon dioxide (CO₂) emissions beyond Part L of the Building Regulations 2013.

6.5.2 The Energy Strategy for the site comprises a range of energy efficient measures, including the provision of low energy lighting, water consumption efficiency targets and the procurement of sustainable materials. A photovoltaic panel system of 315kWp has also been specified for the development.

6.5.3 The proposed development is anticipated to achieve a total carbon emissions reduction of 38.59% over Part L1 2013.

6.6 **Parking and Transport**

6.6.1 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.

6.6.2 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.

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

6.6.4 The proposal will provide 7 car parking spaces including 2 blue badge spaces. Two electric charging points are proposed. Secure cycle storage facilities for 14 cycles will be provided internally at ground floor level with direct access from outside of the building and internally via the communal corridor. An additional external cycle store will also be provided on site for a further 14 cycles. The site as a whole will provide for 28 cycle spaces.

6.6.5 Two parking surveys were conducted as part of a detailed transport assessment submitted with this application. The surveys covered Charlton Crescent, Maybury Road, Rowe Gardens, Roycraft Avenue and Sugden Way.

6.6.6 The results show that between 68% and 70% of the available 205 overnight parking
spaces surrounding the site were utilised. The results show that whilst Maybury Road and Roycraft Avenue are at or above capacity Sugden Way does not suffer from overnight parking stress, with parking levels below 40% on both nights.

6.6.7 The survey concludes that overspill parking is unlikely to occur, but that if it did, there is spare capacity on the surrounding roads, thereby demonstrating that the proposed development will not have a significant impact and therefore meets the NPPF’s severity test which states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

6.6.8 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.

6.6.9 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 proposes utilising an existing access point off Sugden Way, which is suitable in size to accommodate refuse and emergency vehicles.

7. Conclusion

7.1 The proposed development is considered an appropriate re-use of a former garage site and would provide new social rented homes of a good quality for future residents. The scheme would improve the appearance of the site which is litter strewn and unattractive. 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 in to 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=P87AN6BLH9O00](http://paplan.lbbd.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=P87AN6BLH9O00)

- 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

National Policy and Guidance

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