

## **MINUTES OF PLANNING COMMITTEE**

Monday, 17 July 2023  
(7:00 - 7:40 pm)

**Present:** Cllr Muhammad Saleem (Chair), Cllr Jack Shaw (Deputy Chair), Cllr Muhib Chowdhury, Cllr Alison Cormack, Cllr Cameron Geddes, Cllr Harriet Spoor, Cllr Dominic Twomey and Cllr Sabbir Zamee

**Apologies:** Cllr Edna Fergus

### **5. Declaration of Members' Interests**

There were no declarations of interest.

### **6. Minutes (22 May 2023)**

The minutes of the meeting held on 22 May 2023 were confirmed as correct.

### **7. 13-15A Thames Road, Barking - 22/02211/FULL**

The Principal Development Management Officer (PDMO), Be First Development Management Team, introduced a report and presentation on an application from Zenith Land for the demolition of existing buildings (flexible Use Classes E(g), B2, and/or B8) and residential homes (Use Class C3), together with associated landscaping, play space, access, car and cycle parking and other associated and ancillary works at 13-15a Thames Road, Barking. The Planning Officer also referenced a supplementary report which included clarification/corrections to the published report.

In addition to internal and external consultations, a total of 428 notification letters were sent to neighbouring properties, in respect of which no objections were received.

Whilst the development was supported, a general comment was made about public concerns as to the principle of a mixed-use development in this area, and it was hoped that subject to approval this evening the build would be completed in a timely fashion according to planning consents to allay any perceived concerns. The number of affordable rent properties being achieved was also welcomed as was the thermal comfort analysis referenced in the report, given the climate issues that were currently being experienced across Europe. Finally, assurances were sought and received that the additional funding being set aside for the Ripple Greenway and public parks would be subject to consultation with ward councillors in both Thames View and Barking Riverside.

Summing up the PDMO concluded that the proposed change of use would allow for a mixed-use residential-led development. The proposal included 245

new and additional residential units in a range of different tenure and size together with 2,714 sqm GIA of new internal industrial floorspace .

As it stood whilst the development would be a departure from the adopted Local Plan, the Council was in the process of preparing its draft Local Plan 2037 which had an ambitious and forward-looking vision for the borough and which sets out how the housing, economic and social targets will be met. The draft Local Plan 2037 and the Thames Road Masterplan (albeit unadopted) guides the transformation of strategic industrial land into a new community offering high quality housing addressing the local need and annual housing targets.

The proposal included de-designation of parts of RREA through release of industrial land and intensification the lost employment capacity elsewhere within the designated area. The proposed development was in line with the emerging development plan (including the adopted London Plan). In light of this, the principle of development was supported in land use terms. The proposed development would positively contribute towards housing numbers, and it would, on balance, provide an appropriate dwelling mix, tenure split, accessible housing, and play space. Whilst the level of the affordable housing was below the policy level, the under delivery was regarded as acceptable, given that the scheme would contribute to the provision of needed social infrastructure. The contributions would be secured by a s106 legal agreement. The siting, scale, massing, and height of the development was considered appropriate to the site's context and would result in a high-quality finish, meeting or exceeding the relevant internal and external standards. The proposed building would respect the amenity of the existing and future neighbouring occupiers. The proposed landscaping strategy would positively contribute to the appearance and public realm in the area and enhance the arboricultural, biodiversity and environmental value of the site and the surrounding area. Some of the proposed dwellinghouse would be single aspect, and in accordance with planning policy the applicant had demonstrated that they had been suitably designed and that they would not suffer from overheating.

Officers were also satisfied that subject to the recommended planning condition the development could achieve suitable internal and external noise level for future residents. The development would be acceptable in terms of sustainability and air quality. The Energy Strategy submitted as part of the proposed development had demonstrated that the proposals would sufficiently reduce carbon dioxide emissions, with any off-set secured through the s106 agreement. There was also a sustainable approach to transport whilst ensuring an acceptable impact on local highway and infrastructure

Officers concluded that following careful consideration of the relevant provisions of the NPPF, the Development Plan and all other relevant material considerations, the proposed development was acceptable, and that any potential material harm in terms of the impact of the proposal on the surrounding area would reasonably be mitigated through compliance with the listed conditions and associated legal agreement. Therefore,

The Committee **RESOLVED** to:

- (i) Agree the reasons for approval as set out in the report; and
- (ii) Delegate authority to the Director of Inclusive Growth (or authorised Officer) to grant planning permission subject to any direction from the Mayor of London, and the completion of a S106 of the Town and Country Planning Act 1990 (as amended) based on the Heads of Terms identified at Appendix 5 and the Conditions listed at Appendix 4 of the report; and
- (iii) That, if by 13th December 2023 the legal agreement has not been completed, the Director of Inclusive Growth (or other authorised Officer), be delegated authority to refuse planning permission, or extend this timeframe to grant approval, or refer the application back to the Planning Committee for determination.

**8. Oxlow Bridge SEND School, Wantz Road, Dagenham - 23/ 00631/FULL**

The Development Management Officer (DMO), Be First Development Management Team, introduced a report and presentation on an application from the Department of Education for the demolition of existing buildings and the construction of a part single store, part two storey special education needs (SEND) school, together with associated access, parking and landscape works.

In addition to internal and external consultations and site and press notices, a total of 134 notification letters were sent to neighbouring properties, in respect of which one representation was received, the material considerations of which were addressed comprehensively in the planning assessment set out in the report.

In response to the officer presentation Members asked whether it was considered that there was sufficient outdoor facilities/green space for pupils on the site?

Andy Carr, Head of Service representing the Council's Education service responded that most of the children who would attend the school would not use the outdoor space per say, given their challenging and complex needs.

The DMO summarised that in accordance with the draft Local Plan the site had been designated a Local Significant Industrial Location (LSIS) with allocation for educational use with the release of the land undertaken in a plan-led manner. In addition, the evidence presented had demonstrated a need for a new SEND school in the Borough.

The proposal would generate employment of up to 129 staff. Whilst the development was not an industrial use it would contribute to enhancing and providing new employment opportunities within the borough whilst addressing an important identified local need.

The development would have an acceptable impact on the character and appearance of the area, neighbouring amenity, the highway, providing a state-of-the-art new facility. The proposal had been designed to minimise the risk of crime and ensure noise sensitive receptors were positioned away from the surrounding industrial sites and the highway.

The proposed design and layout of the building was regarded as compatible in this location and care had been taken to ensure noise impacts from existing activities were mitigated. A significant uplift in the number of trees, planting and greening of the site would enhance its visual appearance, act as a buffer and screening between neighbouring sites, as well as encourage biodiversity enhancements.

The development whilst designed to encourage the use of more sustainable modes of transport; would make sufficient provision for car parking, cycle parking and school pick up and drop off. Measures would be put in place to ensure that access and egress into and out of the site was safe, and a road safety contribution had been sought to go towards reducing the speed on Wantz Road to improve the safety of the highway immediately outside, and ensure safe pedestrian, driving and cycling to and from the site.

The development was also highly sustainable, offering substantial carbon reductions, air quality neutral development and enhancements to the natural environment on site. All existing land contamination would be cleaned up with the site prepared appropriately for this use. An adequate sustainable drainage strategy had been proposed to ensure the risk of flooding was mitigated.

In conclusion officers believed the benefits of the scheme significantly and demonstrably outweigh any loss of local significant industrial land and attributed significant weight to the site allocation in the Regulation 19 Draft Local Plan, which was at an advance stage. Therefore, subject to the imposition of conditions and obligations officers considered the proposal to be acceptable and in keeping with the development policies and the Development Plan.

In recognising that there was a desperate need for the provision of a new SEND in the Borough,

The Committee **RESOLVED** to:

- (i) Agree the reasons for approval as set out in the report,
- (ii) Delegate authority to the Director of Inclusive Growth (or authorised Officer) in consultation with the Head of Legal Services to grant

planning permission, subject to the completion of a legal agreement under s106 of the Town and Country Planning Act 1990 (as amended) based on the Heads of Terms identified at Appendix 6 and the Conditions listed in Appendix 5 of the report, as well as confirmation of approval at GLA Stage 2 and,

- (iii) That, if by 17 January 2024 the legal agreement has not been completed, the Director of Inclusive Growth (or authorised Officer) be delegated authority to refuse planning permission or extend this timeframe to grant approval.